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China Mail

ESTABLISHED 1845.

TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 1/5 1/16.

No. 27,952

HONG KONG, THURSDAY, NOVEMBER 12, 1931.

PRICE \$3.00 Per Month.



SPECULATION AND THRILLS AT GENEVA

QUESTIONS THAT ARE BEING ASKED TO-DAY

APPREHENSION MANIFEST

DR. SZE'S LATEST DEMARCHE AND FURTHER ALLEGATIONS.

Paris, Yesterday.

The authorities are determined that nothing should be lacking to facilitate the business of the most momentous meeting in the history of the League next Monday. The French Army's cartographers are putting the finishing touches to a huge special map of Manchuria which is to hang in the famous Clock Room at the Quai D'Orsay, where the Council is to meet. This is the same room in which the Kellogg Pact was signed.

In addition, elaborate arrangements are being made within the deliberating chamber salon, and the after salon is being fitted up to give ample elbowroom to secretaries, experts, and journalists, while for the benefit of the waiting world new telephones are being installed, also a special telegraph office is to be opened.—Reuter.

Geneva, Yesterday.

This has been a day of buzzing speculation terminating with two substantial thrills. Speculation has been mostly centred on the United States.

What did America say to Japan?

What did Japan reply?

Was the American note so vigorous that M. Briand intervened to prevent publication?

Did it lag behind the other Powers in strength?

What is the significance of General Dawes' summons in relation to it?

This string of queries brought only conjectural replies, but very much more substantial fare in talk was provided this evening by Dr. Sze's latest demarche, which is taken to imply that the Japanese are making a definite bid for Tsi-Tsi-Har. It is understood that the Chinese delegation is making the strongest representations about it to the Council.

A later report of the optimism prevailing in Washington, however, drove the clouds from many faces.

Meanwhile, the Chinese delegation claims receipt of communications from Chinese communities throughout the world expressing determination to boycott Japanese goods.

Will the Council Only Mark Time?

As the date of the Council meeting approaches, some apprehensiveness is manifesting itself here regarding its outcome. Some observers are of the opinion that the Council will be inclined to mark time, for it is realised that public opinion in all countries is opposed to any course likely to lead to complications. An awkward situation, however, might arise, if Dr. Sze should raise the question of Articles XV and XVI which, it is felt here, will place the League in a difficult quandary.

Another Chinese Statement.

The Secretariat to-night published a Chinese statement detailing the massing of Japanese at the Nonni River bridge.

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General Dawes' Appointment.

The news that General Dawes is to be appointed to represent America is taken to indicate the importance the United States attaches to the meeting and to its

ply a more active line being pursued by the United States Government.

Captain Walters (Sir Eric Drummond's private secretary) arrives in Tokyo to-morrow. He will get into touch with the Japanese authorities and report on the situation in due course.—Reuter.

Sir John Simon's Statement.

Rugby, Yesterday.

In the House of Commons, at question time, the Foreign Secretary, Sir John Simon, made a statement on the Manchurian situation. After rehearsing the efforts of the League Council to effect a settlement, and after referring to the Council's resolution of October 24, Sir John said: "Since the adjournment of the Council further endeavours have been made to promote an agreement. These will be carefully explored when the Council re-assembles. Meanwhile, some portion of Japanese troops are understood to have been withdrawn within the railway zone, though fresh hostilities have occurred in North-Western Manchuria. I propose to attend the adjourned meeting of the Council."

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TORIES & TARIFFS

CHURCHILL AND MANDATE.

THE TRIUMVIRATE

NOT THE SOLE JUDGES.

London, Yesterday.

Mr. Winston Churchill emerged as the virtual leader of the Conservative protectionists during the debate on the Address. He had an uproarious reception and was interrupted frequently by Conservative cheering. He defined his position as one of independence to the triumvirate — Mr. Baldwin, Mr. MacDonald, and Sir Herbert Samuel — but promised to assist Government with advice. Their attitude, he described as "discriminating benevolence." He hoped Government will be sensible about protection, as they had the fullest mandate for any measure of protection they chose. The triumvirate, he said, were not the sole judges. The nature of the mandate conferred by the country was sure and overwhelming. The wish and intention of the electorate was for an abandonment of the free trade institution for a general and scientific system of protection. A very large majority of Commoners were fully authorised by their constituents to reach a decision about it.

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NEWS TABLOIDS.

The Petersfield—the Admiral's yacht—which went ashore on Tung Yung Island is now reported to be a total loss. All hands—aboard, however, have been saved.

The wife of Major Harris was found this morning on the beach of Repulse Bay in an injured condition. Her absence from home since yesterday afternoon was a matter of grave anxiety all last night.

Three claims for wages against the s.s. San Nam King, by the Officers and crew of the ship, came before the Chief Justice, sitting in Admiralty Jurisdiction, in the Supreme Court this morning. The claim by the seamen was taken first. The owner of the ship claims that he was not responsible for the engagement of the crew as the ship was under charter. The case is proceeding.

Mr. Winston Churchill had an uproarious reception when he made a speech in the House on Protection. He maintained that the country had given them a clear mandate to abandon Free Trade and replace it with a general and scientific system of Protection.

The Clock Room in the Quai D'Orsay in Paris, where the Kellogg Pact was signed, is being specially and elaborately fitted up for the most momentous meeting in the history of the League.

Speculation was rife in Geneva yesterday and pessimism first reigned, but gave place later to more hopefulness.

The Chinese delegation has submitted further allegations against the Japanese.

General Dawes' appointment to the League Council meeting is being widely discussed and its indication and implication surmised.

Sir John Simon made a statement on the Manchurian situation in the House of Commons, yesterday.

Sir Herbert Samuel and other Members of Parliament made speeches yesterday on the Manchurian dispute. Sir Herbert called upon the disputants to cease fighting and fulfill their obligations to the Kellogg Pact.

"Peace is the product of preparedness for defence" and "Peace cannot be had by resolution or injunction alone, but requires the patient settlement of controversy and the dynamic development of the forces of goodwill," said President Hoover in his Armistice Day address.

The first division challenged in the new House of Commons, on an unimportant matter, was overwhelmingly won by the Government.

The Glasgow Stock Exchange, as from Monday, permits option and continuation of business. This is a step further than that to be taken by the London Stock Exchange which has already announced that credit transactions will be permitted.

A certain body of Tories were to have met last evening to consider putting down a motion regretting that the King's speech made no mention of special tariff measures.

The King and Queen, also the Prince of Wales, last night attended the Empire Festival of Remembrance at the Albert Hall.

According to Board of Trade figures for Britain's Overseas Trade for October, a much healthier state of affairs is revealed.

A severe gale raged yesterday

S.S. SAN NAM KING

THREE PARTIES CLAIMS.

SEAMEN'S WAGES

SHIP OWNER SUED IN COURT.

Sitting in Admiralty Jurisdiction in the Supreme Court, this morning, the Chief Justice (Sir Joseph John H. Kemp, K.C.) had before him three claims brought against the s.s. San Nam King, owned by Lau Yat, alias Lau Pak-hing, of 67, Connaught Road West, by (1) the seamen of the ship; (2) by Ignacio Maria Cordova; and (3) by Antonio Pinto Marques.

The plaintiffs were represented by Mr. Leo d'Almada, jun. (instructed by Messrs. Johnson, Stokes and Master), while the defendant, the owner of the ship, was not legally represented.

Mr. d'Almada suggested that the three claims be taken separately as the evidence would be different and no time would be saved by consolidation.

His Lordship agreed and the claim by the seamen of the ship was taken first.

Before opening his case, Mr. d'Almada said that he had been asked by Mr. F. H. Loseby to state that he had been instructed to enter an appearance, but now he had not further instructions in the case.

Counsel said that the claim was by the plaintiffs as seamen of the s.s. San Nam King, and was for a total of \$2,274.10 representing wages due to them. He pointed out that no claim had been made for ten days' double wages due to the plaintiffs under the Merchant Shipping Act of 1894, for delayed payment of wages without reasonable cause. He asked that the claim be amended to include the double pay.

His Lordship explained the application to the owner of the ship, who was present in Court, and stated that double pay was, of course, payable if the delay in payment of wages extended over ten days.

The defendant said that his objection to the whole claim was

H.M.S. PETERSFIELD ASHORE

H.M.S. Petersfield, with the Commander-in-Chief, Admiral Kelly, on board, went ashore on the North side of Tung Ying Island (Lat. 28.23 North, Long. 120.30 East) about 3 a.m. to-day.

The ship is surrounded by rocks. There is no immediate danger of breaking up, though she is bumping badly.

Most of the crew have been landed.

The Derflinger arrived near the scene of the wreck at 5 a.m.

The s.s. Empress of Asia is close to and proceeding to Tung Yung. She was expected to arrive at 6.30.

H.M.S. Suffolk has been ordered to proceed with all despatch and should arrive at Tung Yung at 5.09 p.m. to-day.

H.M.S. Cornwall, which is on her passage from Shanghai to Hong Kong, should arrive at Tung Yung at 6 a.m. to-morrow.

The Petersfield has now ceased communication by wireless telegraph.

Total Loss — All Hands Saved.

The following message has been received from the Commander-in-Chief via the Empress of Asia and the H.M.S. Suffolk:—

"Ship total loss, all hands saved."

H.M.S. Petersfield is a twin screw minesweeper, built at Devonport, of 710 tons and 2,200 I.H.P. She carries one 4-inch and four 3-pounder guns. Her Officers are:—

Commander — D. C. Lang.

Lieut.-Commander — H.M.S. Murdy

Lieutenant — (N.) G. Cobb.

Lieutenant — (E.) A. B. Halliwell.

The Petersfield was recommissioned at Shanghai on May 1, 1930, as tender to the Admiral's flagship, H.M.S. Kent.

because the crew were employed without his knowledge. When the master signed on at the Portuguese Consulate, he said, he was not a party to it as the ship was under charter to another Company and was not under his control.

The Chief Justice granted an amendment of the claim and told the defendant that the points he had raised would be considered later.

Mr. d'Almada admitted that the owner of the vessel was not actually the person responsible for the engagement of the crew, the ship at the time being under charter to the Lee Sai Steamship Company, of 284, Des Voeux Road Central.

The Captain of the San Nam King stated in evidence that since the issue of the writ attempts had been made to settle the claims both by the charterers and the owners. He was

A wireless message was received on Thursday from H.M.S. Petersfield, stating that she had rescued seven men from a junk.

The Petersfield was off Tripod Island in Steep Island pass when she sighted a Changchow junk in distress and went to the assistance of the crew. The seven men were taken off and landed on the west of Fisherman Island.

The Petersfield is the Admiral's yacht and was on her way to Hong Kong with Admiral Kelly on board after the usual Summer cruise in the North.

asked to wait for a long time but was not paid anything at all. In cross-examination defendant said that the ship was under charter and he did not even know that it had been seized.

To the Chief Justice the witness said that before the issue of the writ he had nothing to do with Lau Yat at all, and he was engaged by the charterers.

Kwok Po said he was engaged as navigation officer last year and towards the end of May this year his wages were not paid. Up to September 15, the date of the issue of the writ, the total sum owing to himself and his three foks was \$805 of which he had received \$357.90 on account, leaving a balance of \$447.10 still due.

The case is proceeding.

HOOVER'S ARMISTICE DAY MESSAGE.

Washington, Yesterday.

"Peace is the Product of Preparedness for Defence" opens the stirring Armistice Day address of President Hoover, who also sounds the following note of warning, "Peace cannot be had by resolution or injunction alone, but requires the patient settlement of controversy and the dynamic development of the forces of goodwill." — Reuter's American Service.

LETTER THIEVES.

Detective Sergeant Flattery charged two Chinese at the Kowloon Magistracy this morning with stealing two letters from a letter box at No. 174, Reclamation Street, on November 9. First defendant was seen to take the letters by a man who was sitting on the opposite side of the street in the doorway of No. 179. He had seen the letters delivered by the postman twenty minutes previously. After extracting the letters the two men went down the road and squatted in the side channel and read them. Second defendant was later seen to go to a shop and address another envelope, and it is supposed that the men were anticipating replacing the letters, on finding them of no value. Two months' hard labour was passed in each case.

"ICED TEA" WHICH WAS BEER

Twenty bottles of Japanese Lager beer were produced in the Central Magistracy this morning, in connection with a case in which Mrs. Fumi Seto, licensee of Papa Seto's Cafe, 44 Hennessy Road, was summoned before Mr. A. W. G. H.

in the Channel. Velocity of wind 70 m.p.h. Much damage has been done in South Coast towns.

Primo Rivera's son has been arrested, together with others, said to be involved in a Royalist plot.

Viscount Elchi Shibusawa, the nonagenarian and G.O.M. of the world of business in Japan, is dead.

Frederick Landseer Maur Griggs, A.R.A., and Leonard Campbell Taylor, A.R.A., have been elected members of the Royal Academy.

As in former years, the Silence was observed all over Britain with deep reverence. The Prince of Wales, in the absence of the King, laid the Royal wreath on the Cenotaph.

The King, on account of the cold wind that prevailed, was advised not to attend the Service.

Grantham with having sold liquor without a permit. Defendant pleaded guilty.

Sub-Inspector Rozesky said the Police received certain information, as a result of which on the night of November 2, Sergeant Sulter and P. C. Cleathero went to the cafe, and ordered tea and sandwiches. Their attention was drawn to several teapots, and on enquiring from a Japanese waitress, learned that they contained "iced tea." They purchased a pot for a dollar. On November 5, the Police officers carried out the same procedure, without disclosing their identity. The "iced tea" was beer. At ten o'clock that night, Inspector Rozesky entered the cafe, and by virtue of a warrant searched the premises and found

MOTORISTS THIS IS YOUR PAGE

BRITISH PROGRESS.

In Spite of the Dark Clouds

In times of economic difficulty it may be useful to indulge in a little retrospection, not only because it helps to take the mind temporarily from the prevailing dark clouds, but because it provides the incentive to prepare still more effectively for the more fortunate times ahead.

The present year has been one of almost unparalleled trade depression, but it has been one that has seen the British Motor Industry virtually maintaining, and in some respects, extending its successes. Almost alone, amongst the important exporting industries of the world, has the British Motor Industry held the position in the home and export markets which, in its particular case, has only been secured by persistent and determined effort against difficulties which, but a few years ago, appeared to be almost insuperable.

The figures of British Motor Exports reflect, naturally, the worldwide economic position, but it is gratifying, nevertheless, to be able to report, that they also show that the export position is becoming more stable, and that conditions in one or two important markets can no longer so materially affect the general position. Entry is slowly but surely being made in markets which were formerly almost, if not entirely, closed to British vehicles.

The following table is an indication of the progress made:—

	Estimate	Imports	Exports	Exports to rest of Empire
1922	73,000	22,352	2,206	835
1924	140,000	23,740	18,608	2,061
1926	198,000	21,543	28,951	3,457
1928	211,000	32,153	24,895	5,076
1930	230,000	11,273	25,749	4,112

For the seven months, January to July, 1931, the exports of British Motor Vehicles have amounted in number to 13,905.

In spite of conditions, there is in almost every direction Overseas an increasing desire to satisfy their transport needs by the use of Motor Vehicles manufactured in Great Britain. Undoubtedly the most forceful example of this was given by the Rt. Hon. G. W. Forbes, P.C., Prime Minister of New Zealand, who, on the occasion of a "Buy British" effort recently held in the Dominion, said: "In the past, in the motor industry, we have had difficulties in obtaining precisely the cars and trucks we require from home, but from my own experience I can say that there has been a remarkable change recently, and to-day there is a range of cars and trucks of all sizes and prices to suit New Zealand conditions. To those about to buy I would ask you to give full consideration to Britain's motor products. In helping them we help ourselves."

That the "Buy British" campaign is meeting with success in New Zealand is made clear by the import figures for 1930, which show that whilst, due to the prevailing depressed conditions common to all countries, British car imports declined by only 150, those of cars of other than British manufacture, dropped by 6,000.

Persistent propaganda and efforts to bring British vehicles prominently before the public have been made, particularly in Australia, New Zealand, South Africa, and South America.

An All-British Show was recently held in Durban, the first to be held in South Africa, and proved so completely successful that it has been followed by a similar one at Cape Town. British Car Manufacturers were represented at the Durban Show by 41 exhibits, Commercial Vehicle Manufacturers by 16 exhibits, whilst Motor Cycles and Accessories were also exhibited. As a centre of attraction, the "Golden Arrow" was on view, the Exhibition being visited by over 11,000 people.

The record-breaking car of the late Sir Henry Segrave has proved a wonderfully popular attraction Overseas, and has brought the claims of British Engineering design and construction effectively to the notice of many thousands. In addition to the 11,000 visitors at Durban, the car was seen by over 66,000 in New Zealand, in addition to being a popular public attraction in Australia and South America.

British cars have, throughout the year, been giving the most convincing proof of their ability to create records, commencing with Sir Malcolm Campbell's success at Daytona, and culminating, to date, with the British successes in the fastest and most spectacular Tourist Trophy Race on the Ards Circuit, near Belfast, when a British light car won at an average speed, for the 360 miles, of 67.90 m.p.h.

Almost each mail brings from Overseas further evidence of the increasing interest being shown in British Motor Vehicles, as

the public realises that the virtue of road transport must of always ultimately be a matter of economy of operation, and the manufacturers at home are facing the future in a spirit of optimism, determined that, with a return to more normal world-trade conditions, the products of their factories shall, through their merits, and with the support and co-operation of Overseas Distributors and public, secure a position of pre-eminence in the Motor Markets of the world.

TRUST THE WOMAN.

Futile Warnings Are a Source of Danger.

[By A Woman Sufferer.]

When a man sits by the side of a woman driver in a motor-car he is usually a perfect nuisance. He is nervous, suspicious, utters futile warnings, and generally treats the driver as an idiot.

When the positions are reversed, the woman passenger gets an example of how the person next the driver's seat should behave. She is meek, makes no comment even when gears are crashed, and shows a sublime, even if unwarranted, faith in the man at the wheel.

Women Are Competent.

It is time some serious protest was made against this state of affairs. Women are now taking to driving in their thousands. Many are competent, careful, and even skilful. The real trouble is that most women have to take their initial driving lessons from men. This has led to the inferiority complex. Men want to go on teaching all their lives.

A bad passenger is a source of danger even to a good driver, and when women are driving, men, as a rule, are very bad passengers. Their attitude is an insult to woman's intelligence.

"Go Carefully."

"Look out, there is a tram coming!" "Mind, we are approaching a bend!" "Change down here or you will never get up the hill!" "Are you aware that the speedometer is at 50?" "Go carefully there is a bad bend coming!"

This is the sort of accompaniment one usually has to drive to. The result is that after a while you catch the nerve infection and start doing silly things.

When A Man Does So.

If you could not see a tramway-car coming you would certainly consult an oculist. And why not 50 miles an hour on a straight road? If a woman travels at that speed she is reckless. If a man drives at 50 he does so in a nonchalant manner as though it was nothing unusual.

When he is driven at high speed by a woman he pales, and he presses hard on an imaginary brake with his foot. Oh, yes, I have caught them doing it.

If a woman passenger behaved in the same way as the man passenger and uttered constant warnings of the approach of obstacles that a half-blind person could see, she would soon be asked to stop or get out and walk.

CAR FITTINGS.

Gadgets That Bring Ease and Comfort.

[By Violette Cordery.]

In the great majority of cases when you buy a car you have to purchase it complete with body, together with its standard fittings. It is only in the case of some of the more expensive cars that you have an opportunity of obtaining a body furnished throughout to your own personal wishes.

Many people accuse my sex of caring only for the body and not paying sufficient attention to the chassis of the car. While I agree that the chassis is of the greatest importance, I also agree with women that the body is of equal importance.

After all, one expects every modern chassis to be as like as two peas from the point of view of reliability, performance, and so forth in their respective classes. You have more or less to live in the body of the car and not the chassis,

so that the furnishing and fittings of the body deserve quite as much attention to detail as the chassis. In the ordinary way, as I have said, you have to take more or less what one is offered as standard equipment, which these days is fortunately fairly complete. You are entitled to expect the equipment of a modern car to include a clock, speedometer, oil gauge, lighting and starting switches, and probably a dash light.

Nets For Parcels.

Usually one or two pockets and possibly a small companion containing a mirror are also provided. In addition to these standard fittings, it is possible to have the following fitted at a very little extra expense, and which will be found a great help and comfort—a dimmer or dipper for the headlights (and fitted in such a position that it requires the least effort to manipulate), a net (if a saloon) in the roof. This will be found most handy and can be duplicated above the back seats as well. These nets carry an incredible amount of light and troublesome articles which usually find their way on to the floor.

A small lamp of the dash light type may be fitted inside the bonnet on the side where the magneto coil and carburettor are placed. If these are on opposite sides of the engine, then it is better to have a lamp fitted on each side of the engine. It will then be found that in the case of some small adjustment, such as cleaning a sparking plug at night, that it will save both time and trouble. Although it is a very excellent plan to carry a hand-torch in the equipment of tools, this is occasionally run down or missing when looked for.

While on the subject of lights, I think a roof light in the centre of the saloon, if not already fitted as standard, could be fitted.

The latest type of rubber matting makes quite an excellent carpet, and helps both to quieten, and apparently lessen, the vibration in the car.

One thing that I am personally very keen about is to keep those tools which are most frequently used in a position where they can be readily got at without having to forage in the tool box.

For instance, it is often possible for a small bracket or two to be placed under the bonnet to carry your jack, handle, wheel-spanner, or brace. This means that you have only to lift the bonnet to obtain all tools necessary for changing tyres.

It is very handy also to arrange to keep your plug spanner and a sparking plug where you can get at it without having to resort to the tool box; and perhaps add to your plug spanner and plug a medium sized shifting spanner which will deal temporarily with most nuts and bolts on the car that many require attention.

It is an excellent thing for a woman to carry a pair of old loose gloves in one of the pockets of the car. This practice will save a deal of trouble in cleaning the hands at the end of the day. It is also useful to carry in the same pocket some rag.

A blind fitted over the back window of the car—if a saloon—prevents the glare of the headlights from oncoming cars producing dazzle on the windscreen.

There is one very important item, and that is a wind-screen wiper. If not fitted as standard, it is essential that this should be fitted as an extra. I do not think it matters whether you fit an electric or pneumatic wiper, but I prefer one which can be worked by hand in case of a mechanical breakdown.

Another extra, which may be looked upon by some as a luxury, but which I personally think is a necessity is a spot or fog light which can be focussed on the near side kerb.

MOTORS FOR KABUL.

Abdon Motors, Ltd., of Glasgow, announce the receipt of a repeat order from the British Legation, at Kabul, for two special 30/35 cwt. lorries. Kabul is, of course, situated about 4,000 feet above sea level, and special steps have been taken in respect to cooling and engine power in view of the combination of high altitude and tropical conditions.

WOMEN OWNERS.

What the "Baby" Has Done.

The enormous growth this year in the number of women motorists is largely due to the development of the very small motor-car.

This does not in any way mean that the woman driver is not capable of taking charge of larger vehicles. In fact, the contrary is the case. Your large, powerful, well-mannered six-cylinder car is just as easy to handle, if not easier, than the "baby."

Girls may be seen to-day at the wheels of most powerful cars, and quite a number also drive with skill fast sports cars. But it is the little motor-car that has led to the great advance of motoring among women. The reason is because thousands of families are now in a position to run two motor-cars, and naturally the women of the family are given the run of the small motor-car.

The "baby" is ideal for shopping expeditions. It is very economical to run, which appeals to women, it is easily parked, and there is no difficulty about getting the little fellow in and out of the garage.

Official statistics recently issued by the Society of Motor Car Manufacturers and Traders show that there will probably be nearly 100,000 families in Britain with two cars in 1929. These figures

are based on the fact that families with incomes of £2,000 are potential two-car owners. There are 93,005 such families in Britain.

A conservative estimate places the number of actual women car owners at over 100,000. But this in no way represents the number of women drivers.

MILK IN BULK.

The Co-operative Wholesale Society conveys several thousand gallons of milk by road every night between its provincial dairy farms and the retail Co-operative Societies in the Metropolitan area.

To its large fleet the C.W.S. has just added two A.E.C. tankers.

These units are the well-known 110 h.p. driver-behind-engine "Majestic" models, fitted with Butler tanks of 1,250 gallon capacity. The tanks are absolutely air-tight, and so insulated that the milk on its journey from the provincial dairies of the Society undergoes no appreciable change of temperature, nor is it affected in any way by climatic conditions. As the tanks are made in one piece without flanges in which bacteria could accumulate, they offer a highly hygienic method of transport.

For delivery purposes at the retail dairies, the tankers are provided with Reavell rolling drum compressors. These accessories are fitted with a suction air filter and compression gauge, and a mechanical lubricator.

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.
MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLIS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22173.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLIS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.
NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

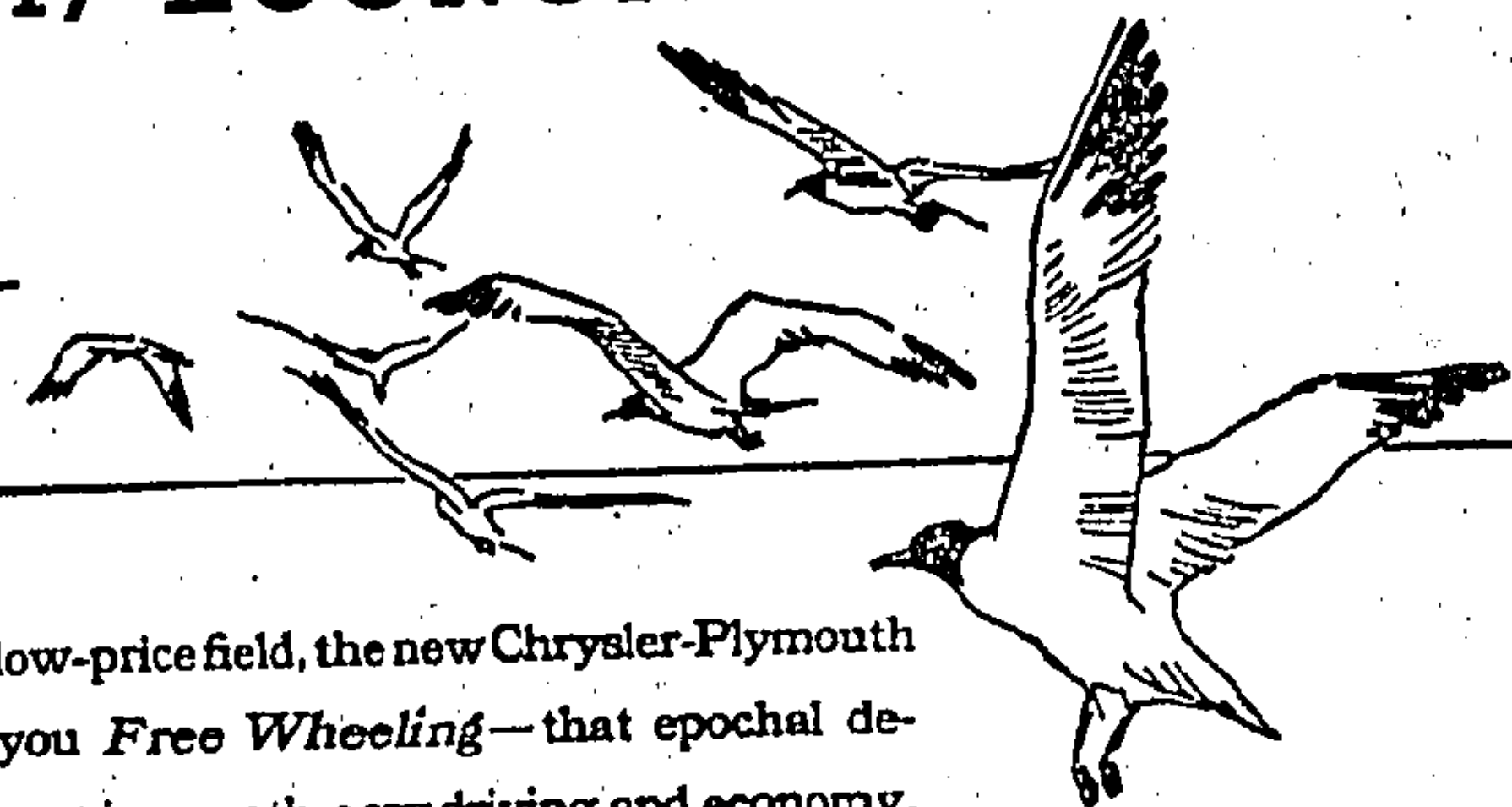
MOTOR OILS.

GARGOYLE MOBILE OIL.—Vacuum Oil Company, King's Bldg.
SHELL.—Asiatic Petroleum Co., (S.C.), Ltd., Asiatic Bldg.

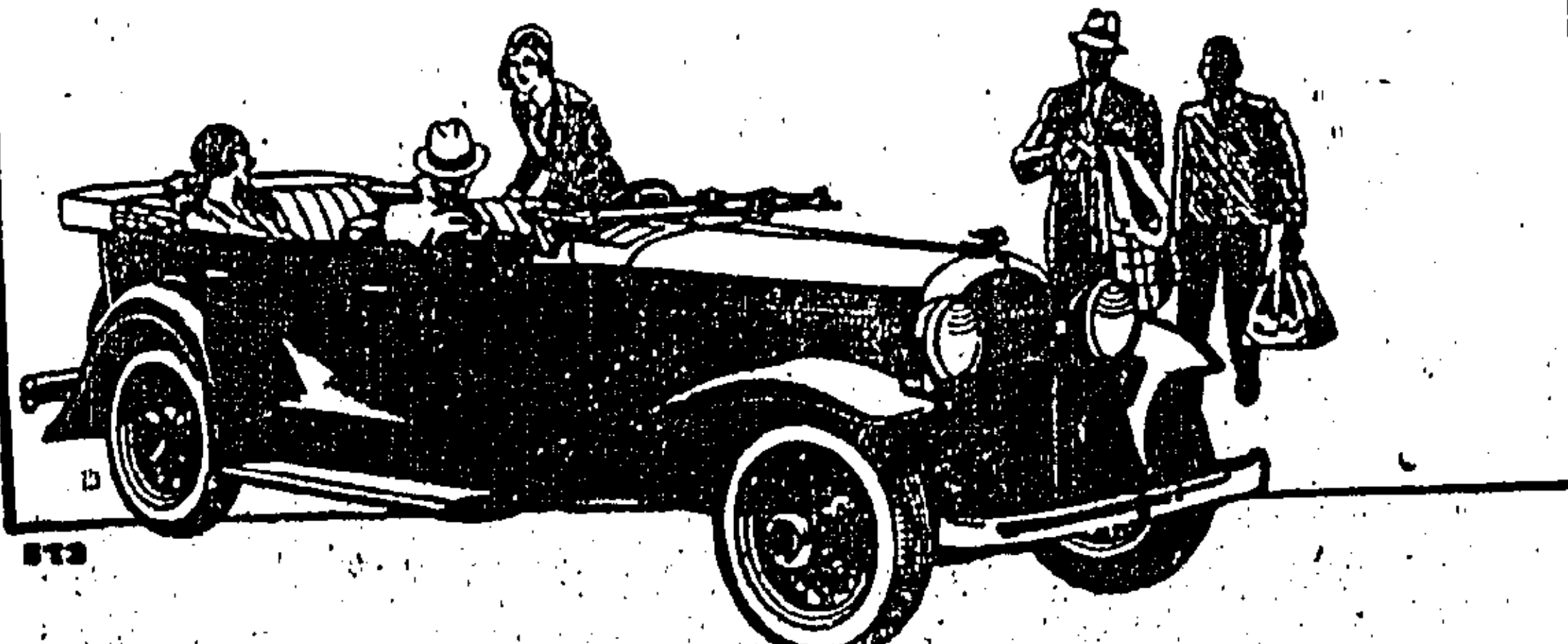
TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel, Garage, Queen's Road. Tel. 24759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 58238.
FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.
INDIA TYRES.—W. R. Loxley Co., York Bldg. Tel. 22285.
MICHELIN TYRES.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22221.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

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HYDRAULIC INTERNAL-EXPANDING WEATHERPROOF BRAKES
SAFETY-STEEL BODIES HYDRAULIC SHOCK ABSORBERS DOUBLE-DROP FRAME

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THE SMOOTHNESS OF AN EIGHT • THE ECONOMY OF A FOUR

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THE WORLD'S MOTOR-CARS

A Buyer's Guide to Olympia.

THE "BABIES"

Better and Cheaper Than Ever.

[By A. G. Throssell, Daily Telegraph's Motoring Correspondent.]

London, October 13.

Olympia is a huge place, easily the biggest and most comprehensive collection of machines for motoring held in any country. This year there will be less crowding, but cars of all sizes, shapes, and prices are gathered together more or less anyhow. I propose to dissect the show and rearrange the pieces on some sort of plan, so that motorists and would-be motorists who are interested in one particular type or class of car may know just what there is for them to see.

Let us begin with the smallest cars, which, generally speaking, are the cheapest. "Economy motoring" is the slogan this year, and the makers have concentrated on cars that are economical to buy, to license and to run. Never has this class been so numerous, the available choice so wide, nor, it may be added, the appeal in value for money so strong.

A "baby" car is an excellent introduction to motoring; it is also an excellent tender to a bigger vehicle, while the new kind of "grown-up baby" claims, and not without justification, to serve as a satisfactory family car.

"Peter Pan" Car.

First to be mentioned is that Peter Pan of the "babies," the Austin Seven. It has recently, in racing form, reached a speed of 109 miles an hour, but not even to-day has it yielded to the temptation to "grow up." The only changes in the standard cars are new dome-shaped wings, new wheels, and dipping head-lamps.

But prices are radically altered—to the benefit of the purchaser. The de luxe saloon, which has real leather upholstery and a sunshade roof, is £128, actually less than the standard saloon cost previously. The latter is now £118, and the tourer and two-seater models are the same. This most famous of the babies is to be found on Stand 113.

Of the other 8 h.p. cars the Singer Junior, which is a whole foot longer and a few inches wider and is meant to carry four, has again been modernised. Last year it was given a four-speed gear-box and rear petrol tank, most up-to-date fittings for a "baby." This year it boasts a silent third among its four speeds, and the silent third, be it noted, makes gear changing much easier, so that driver and passengers all benefit. The Junior costs £150 for the four-door saloon with sliding roof.

This year there is a "special" Junior with a larger (9 h.p.) engine and a "Kaye Don" saloon body of rather striking design. A specimen in brown and heron grey will be shown on the Singer stand, No. 110, priced £185.

For Two or for Four.

The Morris Minor of last year has also, as it were, split into two, and, though they both pay the same tax, they are quite distinct cars. The Minor has the side-valve engine introduced this year and the chassis of 6 ft. 6 in. wheelbase, and remains a true "baby." In its two-seater form it is the famous £100 car, and the saloon with sliding head is no more than £125. These cars have the tank at the rear and an electric petrol gauge on the dash, and winding windows have now replaced the sliding pattern.

The older overhead-valve 8 h.p. Morris engine, having proved its superior power output is now the basis of the new "Family Eight" model. Thirteen inches more wheelbase and a stouter frame allow the mounting of a four-door body, with ample room for four grown people, and the good-looking six-window saloon is a real car. Its price, fully equipped and with sliding head, is £152 10s., and there is also, though a specimen will not be shown on Stand 111, a pretty little sports coupe at £176.

A "Pillarless" Saloon. Triumph also has a baby and a grown-up baby, and its exhibits on Stand 7 should be unusually interesting. The smart and nippy little Super Seven has now a slightly different chassis for the closed models. The open car is the same as before, but is down in price to £140. For the saloons semi-elliptic springs all round are fitted and a rear petrol tank.

The chief feature, however, is the "pillarless" saloon body. In this model the two doors on either side close on each other, and when both are opened an entrance nearly four

feet wide is revealed, and access to the rear seats is exceptionally easy. The standard saloon now costs £150, or, with a pillarless four-door body, £157 10s. A de luxe saloon with sliding roof costing £169 10s. is among the exhibits.

The new model is the Super Nine. It has an overhead-valve engine rated at 9 h.p., four-speed gear-box, hydraulic brakes and underdriving worm drive to the back axle. With a wheelbase of 7 ft. 3 in. and track of 3 ft. 7 1/2 in., there should be plenty of power to pull a four-door, four-seater saloon. The de luxe Super Nine shown costs £197 10s.

Baby Flyers.

The remaining "babies" are of a rather different character. The M.G. Midget, for instance, has a performance that is anything but infantile. There are several changes in this little flyer. The fabric two-seater remains as at present, but is reduced to £165. On the same chassis there is a new panelled body with a disappearing hood and rather more room at £185, and the coupe continues, but is reduced to £235.

Then there is a new Midget with a 2-4 seater body on a six inches longer chassis with rear petrol tank and a windscreen of the type that folds flat forwards; its price is £210, and the exhibits on Stand 64 also include for the first time the laurel-crowned Montlhery Midget, costing complete with supercharger the un-babyish price of £376.

Finally the two lowest-powered cars of the lot, both taxed at £7, the Jowett and the Rover "Scarab." The former has a two-cylinder engine, but it pulls a full-sized body and goes up Alps if asked. A number of improvements have been made this year, including putting the tank at the back, and the prices are lower, starting at £135.

The Rover "Scarab," recently described in The Daily Telegraph, suggests, with its air-cooled "twin" engine a revival of the post-war cycle-car, but it has a respectable performance. At £89 it is much the cheapest car in the show. The Rover stand is No. 108.

INTERNATIONAL RECORDS.

The "Riley Nine" now holds the following International records:—

	m.p.h.
50 kilometres	108.80
50 miles	108.89
100 kilometres	108.06
100 miles	108.05
1 hour	108.11
200 kilometres	102.28
2,000 kilometres	66.82
3,000 kilometres	65.78
4,000 kilometres	64.85
1,000 miles	67.80
2,000 miles	65.54
24 hours	66.63

Apart from the difficulties normally associated with the maintenance of such high average speeds in a comparatively small car, Eyston, in securing the first six of these, had to contend with unkindly elements. A thunderstorm visited Montlhery during the progress of the run, and heavy rain fell throughout its duration.

In his report to the Riley Company, Eyston states that the engine functioned perfectly throughout, and was revving in excess of 6,000 r.p.m. during the whole run.

The performance is the best of all possible tributes to Riley engine design, for it must be borne in mind that the 6,000 r.p.m. were obtained without the benefit of supercharging, and that the engine design is the same as that which permits such a wide margin of efficiency to the ordinary Riley owner-driver.

FLOATING POWER.

Plymouth Proved by Tests.

Not content with relying on laboratory experiments to test the reliability, sturdiness and general excellence of the new Plymouth's Floating Power and Free Wheeling, Chrysler engineers in charge of this remarkable new low-cost car proved these points by submitting them to every gruelling test known to automotive science.

When Floating Power was first conceived and early experimental cars built, all the resources of the Chrysler engineering laboratories, one of the finest and most complete industrial laboratories in the country, were concentrated on the new Plymouth.

Radiators, exhaust pipes, springs, rubber mountings, as well as all movable parts, were shaken, pounded, twisted or rotated literally millions upon millions of times by specially designed testing machinery before passing final engineering inspection.

More than a dozen experimental cars were turned over to highly trained and specialised test drivers who put thousands of miles on them around Detroit and on steep mountain grades.

As a fitting climax to this comprehensive series of tests, the first two production cars were sent west on what proved to be a 10,000 mile journey where every condition of weather and road that a motorist will encounter was experienced.

From Detroit these new Plymouths sped direct to the alkali wastes of Death Valley in California. Bounded by the Panamint, Amargosa and Funeral ranges on each side, Death Valley is 333 feet below sea level. Not a breath of air stirs in this forgotten section and the normal temperature hovers around 134 degrees Fahrenheit.

In this uninhabited and dangerous country, the new Plymouths were driven mile upon mile in order to confirm engineering specifications on ample cooling capacity; proper functioning of the water and oil circulatory system; adequate crankcase ventilation and proper air cleaner, designed to keep out the alkali dust with its penetrating and destroying abrasive action on moving parts.

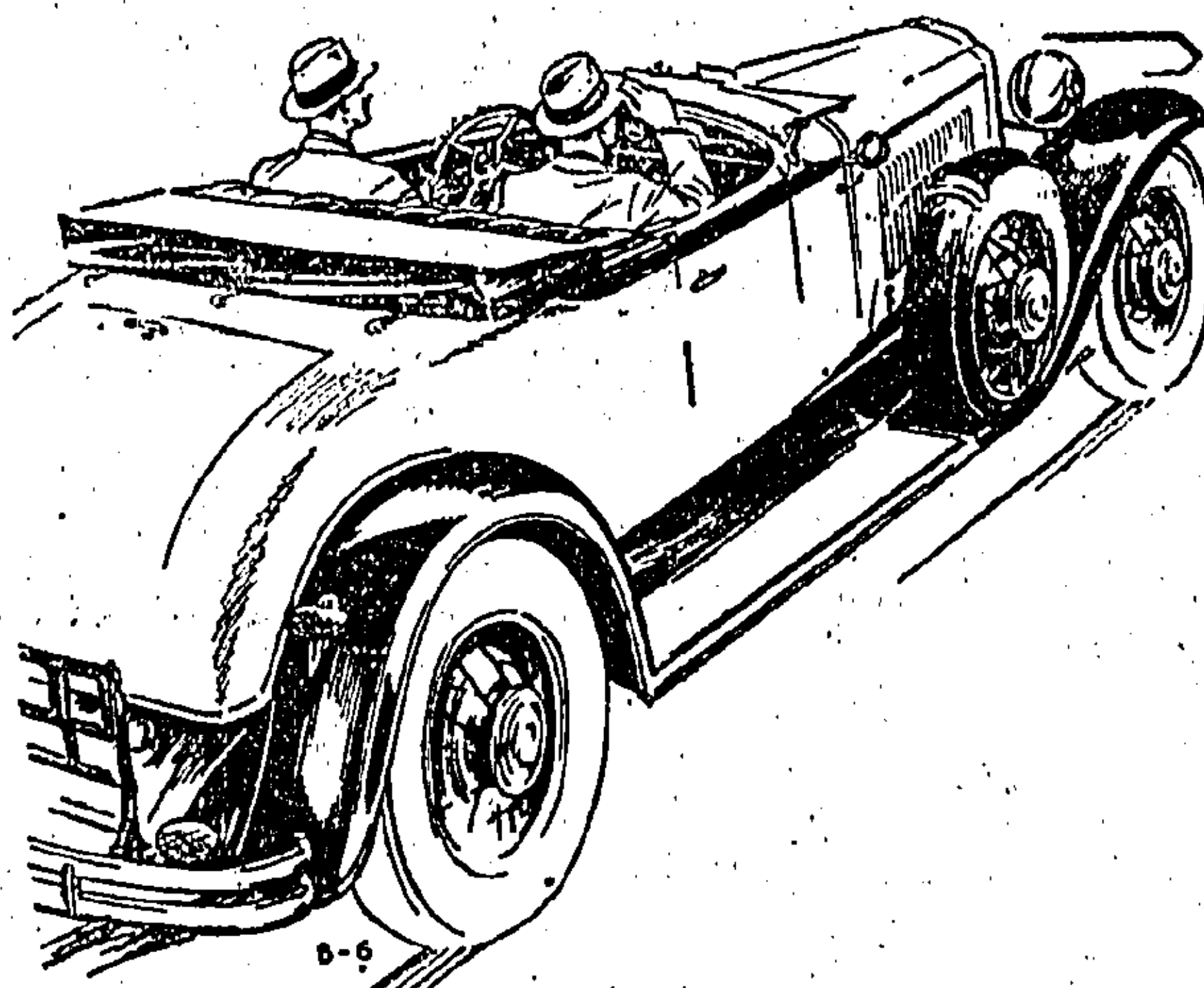
From the intense heat of this desert waste the new Plymouths climbed swiftly up the ten-mile grade to the heights of Mt. Wilson, where the famous astronomical observatory is located. Within the space of a few hours these phenomenal cars were called upon to function in the 134-degree heat of Death Valley and in the 40-degree chill of the mountain peak above the clouds.

Hundreds of miles were put on each car up and down this mountain road in order to test the ruggedness of the car in general, as well as the revolutionary two-point suspension of Floating Power; the pleasure-giving, economical Free Wheeling, and the four-wheel hydraulic brakes, so often called upon to perform positively and quickly in mountain driving. The low-slung construction of the new Plymouth, with its double-drop frame and resultant low centre of gravity, insured comfortable riding and maximum safety on turns and bends.

Following their return to Detroit, Chrysler engineers accepted the favourable reports of the test drivers. Thoroughly satisfied with every phase of the car's performance, one more test remained—the safety test.

To the top of Bald Mountain, north of Detroit, the new Plymouths travelled. There, in front of engineers and officials, they were unceremoniously rolled over and over

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The
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The Eight with
Buick's Prestige

The 8 as Buick Builds It

Aside from Buick's amazing speed, smart luxurious Fisher Bodies and thrilling all-round performance — you will be just as favourably impressed with Buick's safety features.

Chief among these are Buick's big, dependable, easy operating brakes. It is a mighty comforting feeling to the driver—as well as passengers — to know that the eager power and flashing speed of the Buick Eight are always under safe, perfect control.

Play safe in selecting your car. From any and all angles, you'll like The Eight as BUICK Builds It. They are real motor cars . . . the kind you have always wanted to own.

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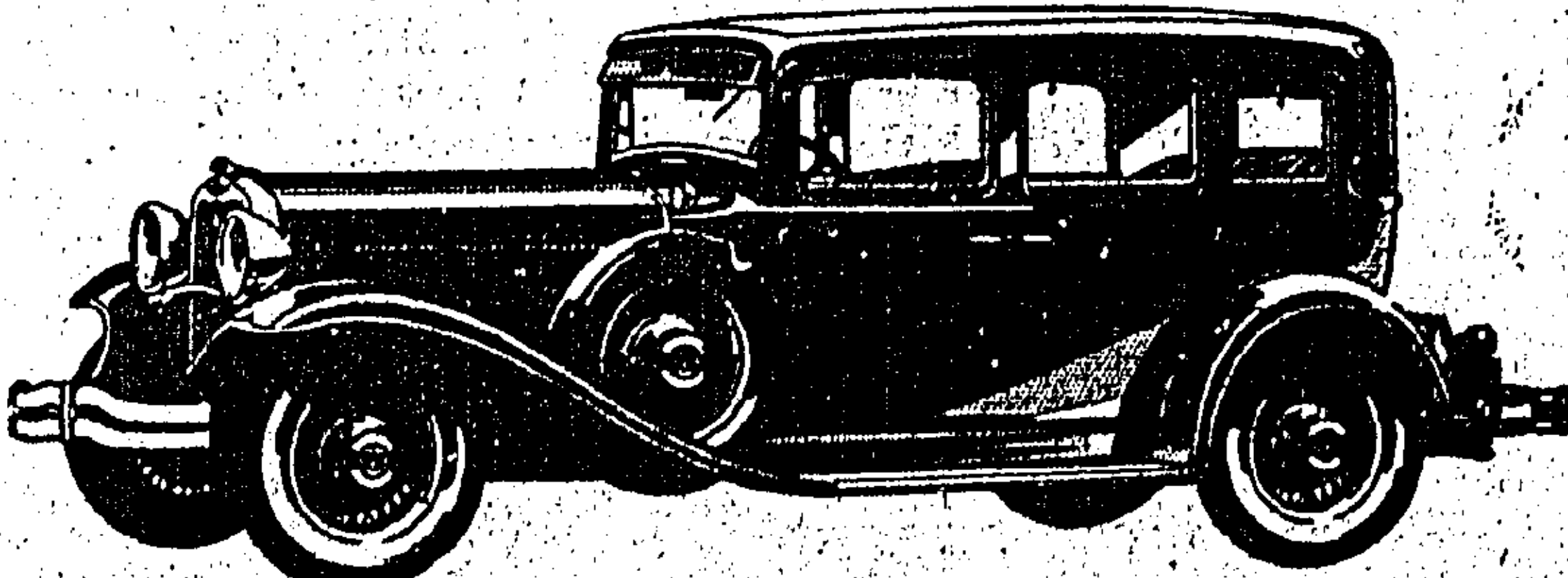
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DEMAND THESE FEATURES
IN THE CAR YOU BUYMONO-PIECE
STEEL BODYHYDRAULIC
BRAKESLOW CENTER
OF GRAVITY

Money cannot buy three finer safety factors than Dodge Mono-Piece Steel Bodies, Low Center of Gravity and Hydraulic Brakes. The security you get when you drive the new Dodge Six and Eight is due to these three factors. 1 Low center of gravity is achieved by a double-drop frame with a new-type box center which makes the chassis extremely strong and rigid. 1 Further lowness is contributed by the fact that the squeakless, jointless Mono-Piece Steel Body is mounted directly to the chassis without body sills . . . sharing the strength and steadiness of the heavy frame. 1 Dodge Hydraulic Brakes are always equalized. They are fully enclosed, completely weatherproof, easy to operate, sure, safe always . . . the most positively equalized brakes known. 1 These features mean protection to you, extra value for you, every minute you spend in your car.



DODGE BROTHERS
SIX AND EIGHT

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TEST CARS NEAR CHRYSLER ENGINEERING CAMP.



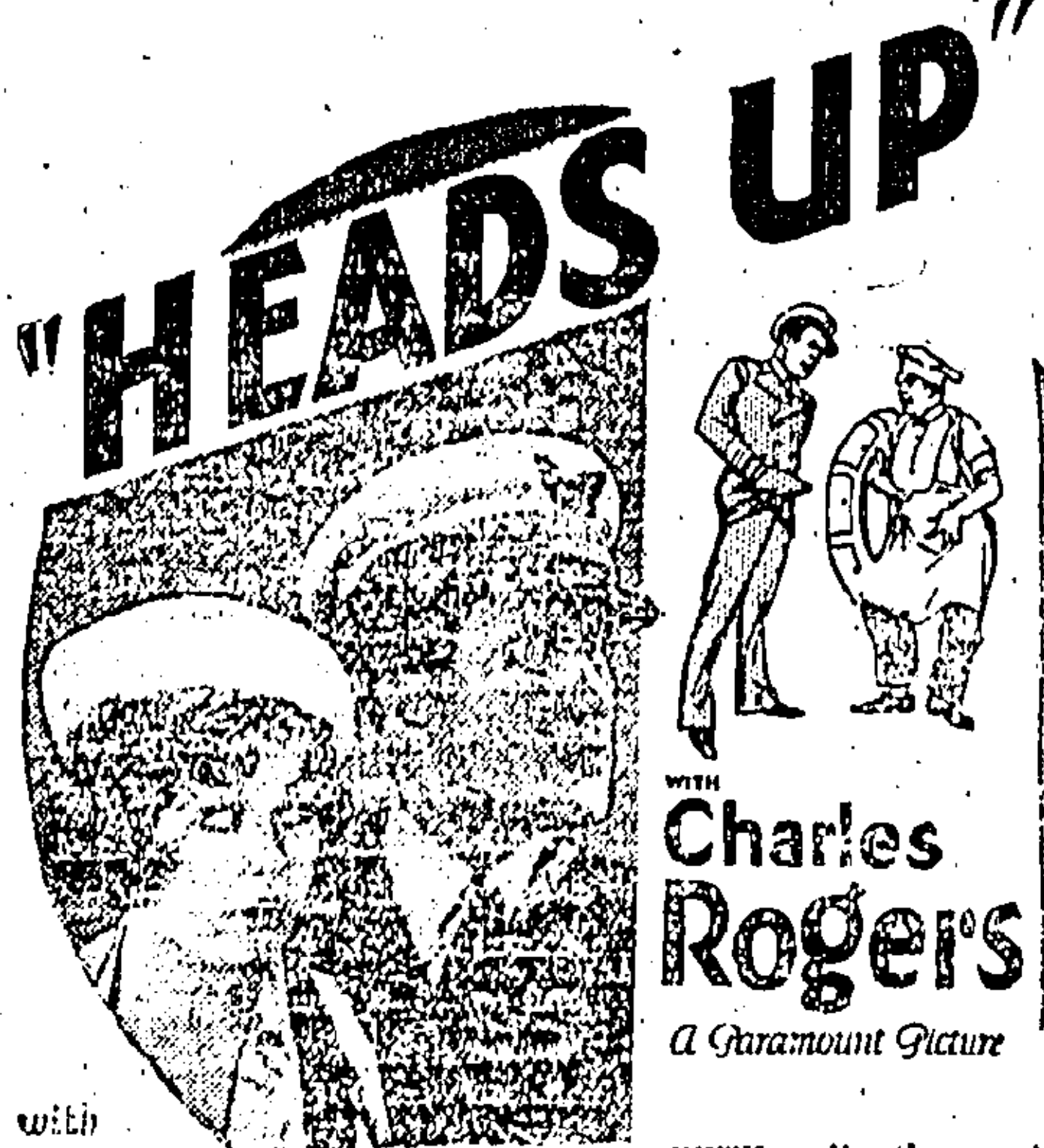
At the Chrysler engineering field camp near Phoenix, Arizona, U.S.A., more was learned about the ravages and devastating effect of dust and dirt upon an automobile engine than at any other place in the world. Here the dust is like powder and the wind like a hurricane so that any engine not equipped with air cleaners, oil and gas filters which seal it perfectly against all dirt and grit is doomed to soon be scored and worn to destruction.

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HONGKONG'S FINEST CINEMA

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A GRAND DOUBLE ATTRACTION

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At 2.30, 5.10, 7.15 and 9.30 p.m.



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KANE Victor
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sparkle of a fresh son-
net, this shimmering
tune-and-cron voyage
puts pep in your blood,
and joy in your heart.

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WHOOPEE GIRLS
12 ARTISTES — 12

THEIR FAREWELL PERFORMANCE.

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CURRENT SPORTING GOSSIP

SPORTS NEWS IN BRIEF.

Owing to the very poor weather conditions which existed yesterday the last Cricket Interport Trial was unavoidably cancelled. Other sporting activities which shared the same fate were as follows:—

Cricket.
Kowloon C.C. v. Craigengower C.C. at the K.C.C. (all day match).

Rugby Football.
Kowloon Rugby Club v. H.M.S. Medway at King's Park.

Hockey.
Hong Kong Hockey Club v. H.M.S. Medway at King's Park.

Football.
Civilians v. Services (Charity Match) at Happy Valley.

Golf.
Kowloon Golf Club v. Y.M.C.A.

The following have been selected to represent the Hong Kong Rugby Club against the Army on Saturday at 4.30 p.m. at Soakun-poo:—

J. P. Whitham; G. P. Lammert, R. H. Griffiths, L. G. Robertson, C. J. D. Law; M. W. Turner, J. A. R. Selby; E. F. Buttress, J. H. McElney, G. C. Moutrie, F. R. Burch, W. E. Peers, B. P. Massey, J. G. Devonshire, and D. McLellan.

Referee: G. G. N. Tinson.

The following will represent the Hong Kong Rugby Club "A" XV, against the Kowloon Rugby Club at Happy Valley on Wednesday, November 18, at 5 p.m.:—

R. P. Rigg; W. D. Johnson; G. A. L. Plummer, E. Allera, S. J. H. Fox; J. S. Lee, F. C. Black; W. Hartley, F. A. Merry, W. O'Neill, E. R. West, W. R. Andrews, L. B. Smith, D. S. Robb, and A. R. Cox.

The following will represent the Hong Kong Rugby Club Extra "A" GV, against the Small Boys XV, at Happy Valley on Monday, November 16, at 5 p.m.:—

G. P. Ferguson; G. E. R. Divett, R. H. D. Wade, H. V. Koop, E. P. K. Bovill; C. E. Holmes, A. Torrible; R. Stillard, W. Mitford, R. I. Cherrill, E. G. Dale, R. D. Beaumont, D. H. Clarke, B. L. Stock, and V. R. Gordon.

The following team has been chosen to represent the Hong Kong Football Club against the Navy on the Club ground on Saturday at 4.15 p.m.:—

Rodger; Strange, MacFarlane; Segalen, Skinner, Baldwin; Alexander, Bell, Howe, Pote-Hunt, and Bradbury.

Reserve: A. Jackson.

At the conclusion of the ninth annual athletic meeting of the South China Athletic Association at Caroline Hill yesterday Mrs. Kotewall, the wife of the Hon. Dr. R. H. Kotewall, kindly distributed the prizes.

The results were as follow:—
Senior 100 metres:—1, Ching Siu-nam (12.4 secs.); 2, Lung Ping-hoi; 3, Li Wing-on.

Ladies' throwing the discus:—1, Lo Keat-hing (24 ft. 8 ins.); 2, Yu Su-hing; 3, Ko Lai-ngor.

Senior long jump:—1, Ching Siu-nam (5 m. 59 cm.); 2, Lung Wing-chiu; 3, Lung Ping-hoi.

Small Boys' 100 metres:—1, Cheung Wai-lung (15.7 secs.); 2, Tam Pui-lam; 3, Wong Sau-tim.

Ladies' 400 metres:—1, Ko Lai-ngor (1 min. 21.6 secs.); 2, Yu Sau-hing; 3, Chan Chu-sau.

Ladies' throwing the baseball:—1, Ko Lai-ngor (84 m. 17 cm.); 2, Wong Tsoi-mee; 3, Yu Su-hing.

Junior 400 metres:—1, Hau Ching-to (1 min. 10.3 secs.); 2, Pun Woon-lam; 3, Suen Wah-luk.

Senior 400 metres:—1, Chan Fook-tin (59.8 secs.); 2, Leung Yun-hung; 3, Yeung Pun-hon.

Junior hop, step and jump:—1, Tsang Sik-yan (7 m. 86 cm.); 2, Hau Ching-to; 3, Fong Wah-chong.

Small Boys' 400 metres:—1, Cheung Wai-lung (1 min. 18.8 secs.); 2, Mok Kwong-sing; 3, Yuen Che-kok.

Small Boys' throwing the discus:—1, Yuen Che-kok (20 ft. 2 ins.); 2, Lau Chak-po; 3, Cheung Wai-lung.

Ambulance 100 metres race:—1, Yew Hing-loi; 2, Chan Wai-nam; 3, Tsang Koon-wing.

Senior high jump:—1, Ying Wai-kwong (1 m. 57 cm.); 2, She Li-wah; 3, Leung Wing-chiu.

Junior low hurdles:—1, Pun Woon-lam (14.5 secs.); 2, Lo Wing-yam; 3, Hau Ching-to.

Ladies' low hurdles:—1, Chu Weng-man (15.5 secs.); 2, Chan Tsoi-kwan.

Ladies' long jump:—1, Chu Weng-man (3 m. 71 cm.); 2, Ko Lai-ngor; 3, Wong Tsoi-mee.

Junior 100 metres:—1, Pun Woon-lam (14.4 secs.); 2, Hau Ching-to; 3, Ng Kwai-ping.

Officials' race (handicap):—1, Leung Ting-ngor; 2, Mak Yim-tang; 3, Lee Wai-chol.

Boys' Scouts 100 metre race (open):—1, Fung Chak-man (14 secs.); 2, Wong Chok-mui; 3, Tong Tung-ming.

Members' 200 metre race (handicap):—1, Hung Yan-chow; 2, Chu Fook-yin.

Small Boys' 200 metre:—1, Cheung Wai-lung (34 secs.); 2, Mok Kwong-sing; 3, Wong Yu-tim.

Senior 1,600 metres:—1, Chan Fook-tin (5 mins. 20 secs.); 2, Lam Wah-wun; 3, Yeung Poon-hon.

Junior 200 metre:—1, Hau Ching-to (31 secs.); 2, Pun Woon-lam; 3, Ng Kwai-ping.

Small Boys' Relay Race 400 Metres (open):—1, S.C.A.A. Students "A" (1 min. 6.2 secs.); 2, S.C.A.A. Students "B."

Boys' Scouts Relay Race 400 Metres (open):—1, Sea Scouts (54.6 secs.); 2, S.C.A.A. Boy Scout.

Girls' Relay Race 400 Metres (open):—1, Mui Fong Girls' School (1 min. 2.4 secs.); 2, S.C.A.A.

Junior Relay Race 400 Metres (open):—1, S.C.A.A. Students "A" (1 min. 14 secs.); 2, S.C.A.A. Students "B."

Senior Relay Race 800 Metres (open):—1, Chinese Athletic "A" (1 min. 44 secs.); 2, Chinese Athletic "B."

Senior Championship, Leung Wing-chiu (22 points); Junior Championship, Hau Ching-to (21 pts.); Small Boys' Championship, Cheung Wai-lung (17 pts.); Ladies' Championship, Ko Lai-ngor 37 pts.)

Championship of the meeting, Ko Lai-ngor.

Our Sports Diary.

LOCAL

HOCKEY — To-day — Y.M.C.A. II. v. Club de Reccelo at King's Park on 5.10 p.m.
To-morrow — Radio Sports Club v. H.K.S.E.A.
Saturday — Police v. Radio Sports Club.

CRICKET — Saturday — Hong Kong v. Shanghai; Second Division — Reccelo v. University; Indian R.C. v. R.A.S.C. (L.).

FOOTBALL — Saturday — First Division — Borderers v. Argylles; Navy v. Club; Reccelo v. Police; Kowloon v. St. Joseph's; Second Division — University v. Kowloon; Argylles v. Borderers; Navy v. Club; R.A.O.C. v. 12th Battery; Third Division — R.A.F. v. Radio; Reccelo v. R.E.; St. Joseph's v. Borderers.

RUGBY FOOTBALL — Saturday — Club v. Army.

GOLF — Saturday and Sunday — Royal Hong Kong Golf Club Bogey Pool.

Sunday — Entries for Colony's Open Championship close. Colony's

STERPLECHABING — Sunday — Fanling Hunt and Race Meeting at Kwant.

RUGBY FOOTBALL IN FRANCE.

Rupture Will Not Affect Inter-Army Match.

ONE OR TWO LOOPHOLES.

The French Rugby Federation expects to begin the season with 718 affiliated clubs, and the Amateur Rugby Union (the rebel group) with just over 100. Though more defections from the Federation are expected, this body is likely to be the stronger administrator of French Rugby for some time. Its membership increased from 235 clubs in 1919 to 873 in 1925, which was the peak. There were 785 affiliated clubs the season before last, and, owing to the separatist movement, the number since dropped to 718. Rugby lovers in France are bemoaning anew the rupture with the British unions, but there appear to be one or more Anglo-French matches possible.

A Continental university organisation assumes that the ban does not touch university or college teams, and is trying to organise a game between English and French students. While taking a vacation course in France recently a group of British students played a French fifteen, and the annual match between the British and French armies, Paris assumes, will not be affected by the rupture. Meanwhile the British Rugby Club in Paris, which runs three teams, is awaiting a reply from the Rugby Union to its request for a "dispensation" which will enable it to meet French clubs.

CORRESPONDENCE.

INTERPORT CRICKET.

[To the Sport Editor of "China Mail"]

Sir,—It appears from "Critic's" letter in your issue of to-day's date that he misunderstood the suggestion put forward in my original letter. The suggestion contained in his final paragraph is exactly what I intended to convey, except he has dealt with a game in Shanghai, and not in Hong Kong, where, since we are the hosts, considerably more organisation is necessary. Perhaps the following will make my idea clearer.

The members elected or appointed from each Club would form an Interport General Committee, and their business would be to organise the visit and entertainment of our guests, and to appoint a selection committee. Positions on the latter, I submit, should be open to non-members of the General Committee.

"Critic" also appears to be under the impression that Interport Authorities exist. Actually, I believe, all arrangements are at present in the hands of the H.K.C.C., which bears out my contention that these matches are primarily against the H.K.C.C. "Mid On" and I obviously hold different views upon what constitutes "cricket," and I doubt very much whether either would ever be able to convince the other.

I cannot answer his query as to how it is the Shanghai team is very representative, since I have little information concerning their method of selection. Incidentally, I imagine, he is, like myself, more concerned with the composition of the alleged Hong Kong XI.

Until some such method as has been put forward in your columns is adopted, it does seem futile to call the matches Interports at least as far as Hong Kong is concerned.

We must remember, however, that the brunt of this work is at present borne by the H.K.C.C. and this, as well as the selection, calls for revision.

Yours, etc.,

C. RICKET.

Hong Kong, November 11, 1931.

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ROUND THE LOCAL CINEMAS.

Reviews from Official Sources.

"HEADS UP."

A palatial 130-foot yacht serves as the setting for "Heads Up," Paramount song and talking musical romance which is now showing at the King's Theatre, with Charles Rogers heading the cast.

The yacht, which serves as the "location" for the initial scenes, is the property of a wealthy New Yorker who prefers to remain anonymous. The craft, moored off the Port Washington Yacht Club, is one of the finest in Eastern waters. It is powered with Diesel motors and is operated by a crew of thirty-two seamen.

Practically the entire cast, under the direction of Victor Schertzinger, appears in this yacht sequence of "Heads Up." In addition to Rogers, the featured players include Helen Kane, Victor Moore and Margaret Breen. The story is an adaptation of the successful stage musical comedy of the same name which scored an outstanding hit of the recent New York theatrical season.

"YOUNG SINNERS."

"Young Sinners" was a sensational success on the stage, but on the screen, as viewed and heard yesterday at the Central Theatre, it is even greater. The production is a credit to Fox Films, to John Blystone, who directed it and to the cast of popular actors that people it.

Chief interest in "Young Sinners" centres about Thomas Meighan, the celebrated star, who following two years of retirement, returns to the screen to portray the featured role of the rollicking Irish trainer who, by almost brutal force, regenerates the body and soul of the headstrong and spendthrift son of a millionaire. The role is a perfect fit for Meighan and he gives a notable performance.

"Young Sinners" is a picture that all fathers and sons, mothers and daughters should see. They will be entertained and at the same time, may derive a beneficial lesson.

"STRANGERS MAY KISS."

Brought from Spain to play in films, Conchita Montenegro makes her debut in English-speaking pictures in "Strangers May Kiss," Norma Shearer's new Metro-Goldwyn-Mayer starring vehicle which will open at the Queen's Theatre on Sunday.

Miss Montenegro plays the part of the alluring Spanish dancer. Previously she played in both Spanish and French versions of Ramon Novarro's "Call of the Flesh."

George Fitzmaurice directed the new Shearer feature, with Robert Montgomery and Neil Hamilton sharing leading man honours.

"GIRLS DEMAND EXCITEMENT."

With the exception of Seymour Felix, the director, every one connected in an important way with the picture of collegiate life, "Girls Demand Excitement," Fox Movietone production, coming next Sunday to the King's Theatre, claims some leading university as his or her Alma Mater. Harlan Thompson, who wrote the story, is a graduate of the University of Kansas; Ralph Block, who supervised, is a graduate of University of Michigan; John Wayne, who plays the leading male role, is a University of Southern California boy who was also a star football player there, and Virginia Cherrill claims the University of Chicago. Other Alma Maters of members of the cast include Columbia, Cornell, University of Washington and Idaho.

BOY HOLES IN ONE AT 218 YARDS.

Playing over the Croham Hurst course, Graham Thomson, who played in the recent Boys' Championship, holed out in one shot at the 16th—a distance of 218 yards.

Had we remained content with archery, with the pony chaise and the crinoline, we should have gone on dying at fifty years of age instead of living until eighty.—Dr. Leonard Williams.

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.V.

5-8 p.m.—European Programme of Columbia Records.
5-5.28 p.m.—A Selection of the Latest Dance Tunes.

Fox Trot—Hang Out the Stars in Indiana, Jack Payne and His B.B.C. Dance Orchestra (CB337).

Tango—There's Something in Your Eyes, Jack Payne and His B.B.C. Dance Orchestra (CB337).

Fox Trot—Wrap Your Troubles in Dreams, Sitting at a Table Laid for Two, Jack Payne and His B.B.C. Dance Orchestra (CB330).

Waltz—Put Your Loving Arms Around Me, Billy Cotton and His Band (CB338).

Fox Trot—Parking in the Moonlight, Billy Cotton and His Band (CB338).

Fox Trot—Life is Just a Bowl of Cherries, Guilty, Ted Wallace & His Campus Boys (2523-D).

5.28-5.39 p.m.—Organ Solos.
Thrill Me...Reginald Foort (DB612).
Other Days—Selection, Terence Casey (DB601).

5.39-6.09 p.m.—From the Studio—European Children's Concert.
6.09-6.55 p.m.—A Concert.

Piano Solo—Old Vienna (Schubert-Friedman), Ignaz Friedman (L2107).

Song—Songs of the Hebrides—In Hebride Seas (Kennedy-Fraser), Songs of the Hebrides—Kishmull's Galley (Kennedy-Fraser), Contralto Muriel Brunell (DB602).

Octet—Echoes of the Ball (Willoughby), Love's Dream After the Ball (Czibulka arr. Willoughby), J. H. Squire Celeste Octet (DB598).

Song—Eileen Alannah (Marble & Thomas), Macaulish (Rowe-MacMurrrough), Heddle Nash, Tenor (DB603).

Cello Solo—Kol Nidrei (Max Bruch), Felix Salmond (L2271).

Song—Waltzes from Vienna—For We Love You Still (Carter-Strauss), Marie Burke (Soprano).

Song—Waltzes from Vienna—Love and War (Carter-Strauss), Dennis Noble and Chorus (DB620).

6.55-7.20 p.m.—Light Pianoforte Solos.

Ten Cents a Dance, Baby's Birthday Party, Billy Mayerl (DB445).

Sweet Nothings, Jasmin, Billy Mayerl (5071).
Let's Go Native—Medley, Safety in Numbers—Medley, Billy Mayerl (DB287).

7.20-8 p.m.—Variety.

Vocal—By My Side, The Tune That Never Grows Old, Lee Morse and Her Blue Grass Boys (2430-D).

Vocal Duet—I Wanna Sing About You, Layton & Johnstone (DB611).

Song—You Didn't Have to Tell Me, Let Love Take Care of You,

SHADOWS BEFORE

COMING EVENTS ADVERTISED IN CHINA MAIL.

Social Functions.

To-day—Tea Dance at Hong Kong Hotel.

To-day—Entertainment by Les Dejeans and William Rimels, "Peninsula Hotel."

To-night—Dinner Dances at Hong Kong and Peninsula Hotels.

To-morrow—Tea Dances at Hong Kong Hotel and King's Restaurant.

Entertainments.

To-day—King's Theatre: "Heads Up."

To-day—Queen's Theatre: "On with the Show."

To-day—Central Theatre: "Young Sinners."

To-day—Majestic Theatre: "Slightly Scarlet."

To-day—Star Theatre: "Puttin' on the Ritz."

Saturday—"Dear Brutus" by A.D.C., Theatre Royal.

Land Sales.

Monday—At P.W.D. Offices, two lots of Crown land, 3 p.m.

Jumble Sale.

November 26—Jumble sale, Union Church Hall, Kennedy Road.

Concerts.

November 17 and 20—The Schneider Trio in Two Chamber Music Recitals, Helena May Institute, 9.20 p.m.

November 19—Concert, Helena May Institute, 5.30 p.m.

Home Malls.

To-day—Inward from Europe via Siberia (Iyo Maru); from Europe via Negapatam (Somali).

To-morrow—Inward from Europe via Siberia (Kashima Maru); from America (Empress of Asia).

Saturday—Inward from Europe via Negapatam (Suwa Maru); from America (President Polk); Outward for Europe via Marseilles, (Kashima Maru), 9.30 a.m.; for Europe via Siberia (President Taft), 5 p.m.

In much chamber music the first violin has most of the bread and jam and the others only break and scrape.—Dr. E. Markham Lee.

Binnie Hale, Soprano (DB608).

Vocal Duet—Take it from Me, I'm Keepin' Company, The Sunshine Boys (DB600).

Humorous Sketch—The Royal and Ancient Game, Clapham & Dwyer (DB570).

Vocal Duet—1 Found You, Whistling in the Dark, Layton & Johnstone (DB610).

8 p.m.—Local Time.
8.03-10.30 p.m.—Chinese Studio Concert.

10.33 p.m.—Close Down.
[All records in the above European programmes are kindly supplied by the Anderson Music Co.]

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6. Mixed Rice in Fresh Lotus Leaf.

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2. Roasted Fowl Livers & Mutton Leg.
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5. Mixed Rice in Fresh Lotus Leaf.

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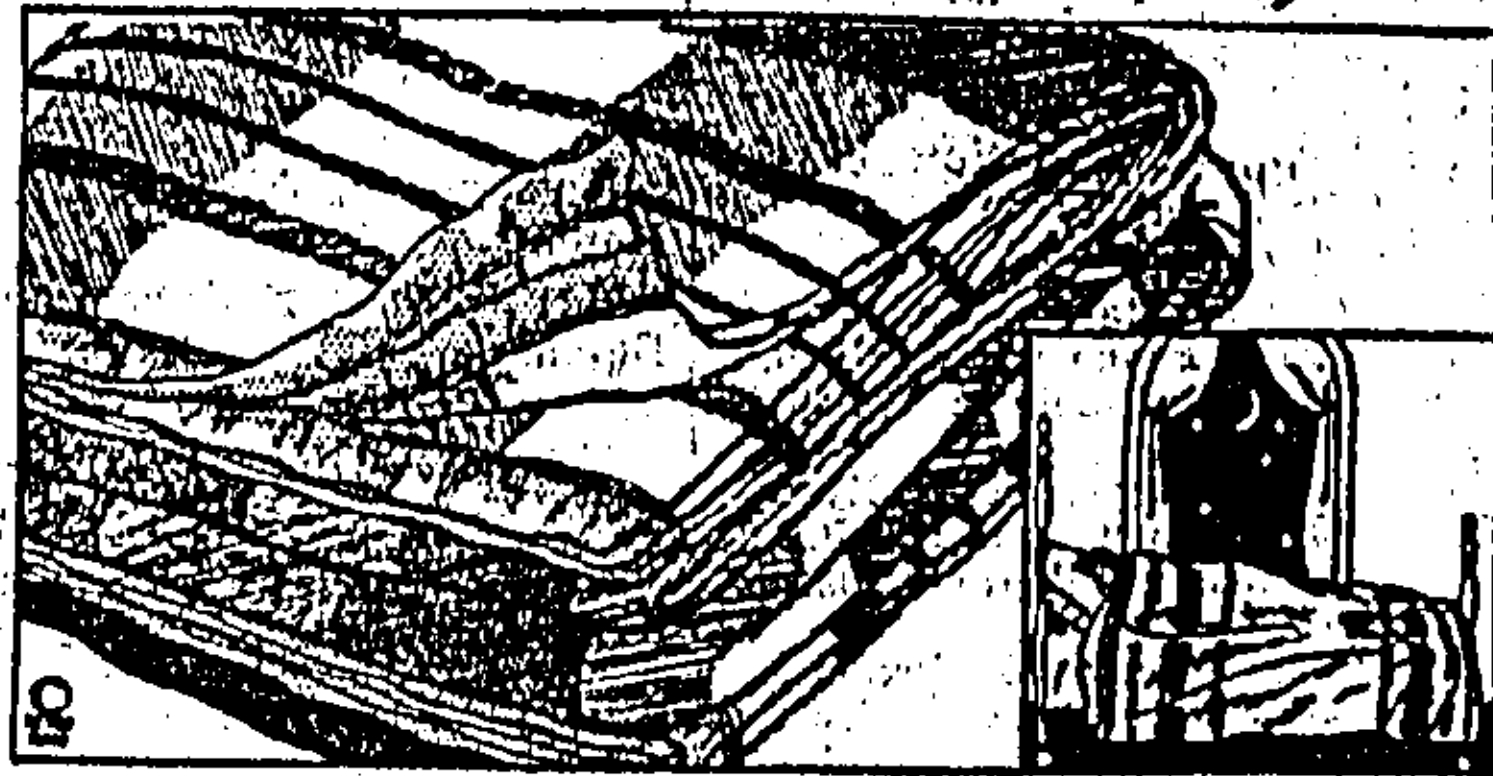
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WHITEAWAYS

The China Mail

Hong Kong, Thursday, Nov. 12, 1931.

People Don't Think!

Commenting on the "blank ignorance" of the mass of the people on financial and fiscal questions on the eve of the General Election, a Home paper asked: "What knowledge of public affairs can possibly be expected from people who, apart from their daily work, never or hardly ever think of anything but sport, personal gossip, fashions, or 'the pictures'?" This query was eminently topical and pertinent in view of the fact that the General Election turned largely upon questions which are among the most obscure, difficult, and unfamiliar in the whole range of national or international problems. It was in reference to these problems that an eminent American financier said: "Money is something like God; everybody speaks about it, but nobody knows very much." Until only the other day, even comparatively well-educated people, frankly acknowledged that they knew practically nothing of finance.

The theoretical function of money, the processes of exchange, the factors involved in the management of currency and credit, what was meant by the "gold point," or what might be the results of purchases of sales of Treasury bills—all these were sealed mysteries as remote from the thoughts of ordinary people as the abstruse mathematical reasoning of an Einstein. They are still very much so for the great majority of us, and even the few who have begun to penetrate a little way into them are discouraged by their complexity and the tremendous difficulty, experienced by the most expert, in applying theoretical conclusions to the rough and ready rule of thumb practice of the world.

The same difficulty has confronted us, and still confronts us, in this Colony regarding silver and exchange. The average individual is in a perpetual morass of ignorance and doubt. Those who profess to think a

little more deeply conveniently fall back in the end upon the "experts" who, again, are hopelessly disagreed among themselves. We have the advocates of stabilisation of the dollar; we have the opponents of stabilisation. We have those who proclaim that we are bound hand and foot to a silver basis of exchange so long as China remains "silver"; we have those who declare that we can well afford to regulate our own currency affairs and "go on gold" irrespective of China's policy. Between these two schools of thought it is little cause for wonder that the average individual—he or she whose personal interests are mainly centred in sport, gossip, fashions, and "the pictures"—is averse to scratching beneath the surface and finding out for himself or herself exactly what are the fundamental points of difference between the currency "experts." Reams of learned essays on the silver problem must fail to convince if the audience is determined to allow others to do the thinking for it. Unfortunately the mentality of an audience cannot be altered in the twinkling of an eye any more in this Colony than at home. And so our policies will continue to be guided and controlled by "experts" completely at variance one with the other!

From Other Pens.

A Hollywood for China?

A Chinese business man of repute, Sir Robert Ho Tung, is said to be considering the launching of a Chinese film industry. He maintains that in climatic conditions and in dramatic talent China need yield nothing to California. About the latter he is incontestably right. China has a tradition of acting that goes far back in her history. It is, moreover, a tradition that has always put great value upon a highly conventionalised type of mime eminently suitable for screen use. The Western world would welcome both as a novelty and as an art treasure the reproduction of the classic themes of Chinese drama by Chinese actors. But cinema cannot live by classics alone. Would the Western world equally welcome films in which the sympathetic characters are Oriental and the villains one and

all come from west of Suez? For that, if the Chinese film industry fulfilled its destiny, would be the inevitable consequence. A balance that up till now has been severely tipped against the Oriental would be readjusted in his favour. Already Hollywood's complacent habit of seeking scoundrels always among the non-Nordic races has roused considerable anger in the East. For long enough it was the Mexican who invariably attempted in vain to thwart the heroism of the noble cowboy. But since "More tact with Mexico" became a slogan of United States foreign policy the unfortunate Chinese has to bear the brunt of American film indignation or ridicule. Seldom do we see him except as a servant in a dope den or sport of the athletic prowess of a Western "he-man." Did not the Nationalists in Shanghai lately protest against a public reception being given to Mr. Fairbanks because in a highly successful Hollywood film he had hauled a Mongolian prince off his throne by the pigtail? If Sir Robert Ho Tung's enterprise can suggest to the Western film fan that nobility may reside even in a yellow skin it will do good work, alike for China, for international amity, and for the art of the film.—Manchester Guardian.

Goods Instead of Doles.

Currency of the normal kind is also being superseded in expedients for solving the extraordinary problems of want in the midst of over-supply. In New Zealand, where the Government rejected the proposal of a dole system, communities have adopted methods of self-help best suited to their needs. At Auckland, for instance, farmers bring in truckloads of farm produce and meat for the needy of the city. In Christchurch such residents as can do so give groceries, clothing, or shoes.

From the Pacific North-west comes news that a hundred and fifty workless families in a town of Idaho have formed their own relief organisation, and are storing cartloads of beans and other surplus vegetables for themselves. Their plan has spread, and in the adjoining State of Washington has led to an exchange of apples from the Wenatchee district for wheat from the Big Bend region.

To the long list of things which in agricultural regions can be paid for with farm produce has lately been added college tuition. Morris Harvey College in West Virginia has announced that the Governors will accept potatoes for the school dining-room in lieu of the usual fees from students.—Manchester Guardian.

The Prime Minister's Right.

It is a Prime Minister's prerogative, dating from I know not when, to fix the date of a Dis-solution. Whether the majority of his Cabinet agree or disagree the final word is his.

Actual unanimity is rare, except after some signal defeat or blow to prestige which virtually leaves no choice; there are usually some Ministers who are loth to resign "this pleasing anxious being," and are more ready to debate the keenness of the sword's edge than fall upon the point.

Even in 1905 it was freely said that some of Mr. Balfour's colleagues were for holding on.—Peterborough in the Daily Telegraph.

Never Heard of Mr. Priestley.

Even the vogue of best sellers is limited. In the course of a conversation I had with Mr. Charles Chaplin before he left London for the week-end, he inquired blandly: "What are 'The Good Companions'?"

I had asked him if he was going to the play. But its title conveyed nothing to him. Nor did the name of Mr. Priestley.

It was not until someone pointed out that Mr. Knoblock had had a hand in its adaptation that Mr. Chaplin's interest was roused. "Oh," he said, "if Eddie Knoblock had anything to do with it, the show must be worth seeing!"—Peterborough in the Daily Telegraph.

Sir Christopher James Parr, who was formerly High Commissioner for New Zealand in London, has been appointed Leader of the New Zealand Legislative Council.

News in Brief.

The Empress of Asia, due to arrive to-day is delayed one day, and will arrive to-morrow at 10 a.m.

The troop ship Neuralla is due here at 5 p.m. to-morrow. She has on board the Lincolnshire Regiment, from India, and Garrison reliefs.

In a wireless message to the Commander-in-Chief and Commodore, the survey ship, H.M.S. Herald, reports that flags have been erected on the summit of East Brother and Chu Lu Kok Islands, and on Flood Point, on Santau Island. These have no navigational significance.

Sam Kwong, an unemployed, of no fixed abode, was this morning charged at the Kowloon Magistracy with breaking and entering the Star Store, at 312, Nathan Road, and stealing on the night of November 3, clothing and jewellery to the value of \$142, property of Ho Kwai the cashier of the store. Four months' imprisonment was imposed.

On the application of Detective Sergeant Flaherty, 48 hours remand in Police Custody was allowed in the case against Ho Luk, Lin Hoi and Li Sam, three Chinese who were this morning charged at the Kowloon Magistracy with decoying or detaining a child named Wai Shing, with intent to deprive him of his father's legal custody and care.

A well-to-do Chinese woman was examining some cloth in the Pak Li Co.'s premises, in Queen's Road Central and left her handbag on the counter, when a Chinese entered the shop took up the handbag and ran away. He was chased by a fook and arrested. The defendant was brought before Mr. Williams this morning, pleaded guilty, and was sentenced to three months' hard labour.

Kwan Sik, an unemployed Chinese, was convicted on two charges at the Kowloon Magistracy this morning: one of stealing clothing valued at \$20 from a fruit stall in Yau-mati, and one of having possession of an offensive weapon, to wit, a screwdriver, fit for an unlawful purpose. The first offence took place on November 6, but defendant was arrested yesterday when he was found attempting to force a shop door with the screwdriver. He was sentenced to three months' imprisonment on the first charge and fined \$100 or a further month's imprisonment on the second charge.

Personal Pars.

The forthcoming marriages are announced of Harry Bernard Collier of the Chinese Maritime Customs, York Buildings, Chater Road, and Eleanor Edmundson, of the Shanghai Municipal Council Isolation Hospital, Range Road, Shanghai; and of Dr. Yu Chiu-kwong, of 46B, Bonham Road, and Ivy Phyllis Youngsaye, of 5, Essex Crescent, Kowloon Tong.

BUTTER STOLEN FROM PENINSULA HOTEL.

Mr. A. H. Gladstone appeared as complainant in the case in which, Yeung Hung, a coolie employed at the Peninsula Hotel, was charged with the theft of four lb of butter from the Hotel on November 10.

The butter was found hidden in an empty room, and several European members of the staff kept a watch, which resulted in defendant being arrested when he came to take away the butter. Detective Sergeant Flaherty said there were many thefts of this nature at the Hotel, and the management wished to have a stop put to it. A month's hard labour was imposed.

AN EVENTFUL VOYAGE.

THREE BABIES BORN AT SEA.

Captain P. Welde, of the J.C.J.L. Tjinegara, has reported at the Harbour Office that during the voyage from Batavia to Hong Kong she encountered a strong monsoon. One man, a steerage passenger, was drowned, while during the voyage three babies were born on board the ship.

An Algerian woman living at Bone, Fatma Ben Ali, has given birth to four boys, according to the Paris "Matin."

CORRESPONDENCE.

DRAMATIC FILMS.

[To the Editor of "China Mail"]
Sir—To those who are tired of pictures of the whoopee and jazz variety, and for a change would prefer one of strong dramatic interest, perfectly presented both as regards to speech and action, with just enough of love interest and natural humour to make it life-like, the writer would strongly recommend "Disraeli" returning to the Queen's Theatre shortly.

Were Hollywood uniformly to turn out pictures of such merit, slight aberrations as to plot and history would be very much less matters of resentment and criticism.

Yours, etc.,

Hong Kong, November 12.

MRS. HARRIS FOUND.

MYSTERIOUS REPULSE BAY BEACH INCIDENT.

The anxiety that was felt last night for the safety of Mrs. Harris, wife of Major Harris, residing at Repulse Bay Hotel, has been somewhat alleviated by the finding of the lady on the Repulse Bay beach at six o'clock this morning, by her husband. She was seriously injured, and when taken to the hotel, became unconscious.

According to a Police report, Mrs. Harris left Repulse Bay Hotel at half past two o'clock yesterday afternoon, for a walk, but did not return. Major Harris reported the incident to the Police, and in company with Capt. Wales, Inspector Andrew, Sergeants B. G. Baker and Brittain, made a thorough search of all bye-ways, paths and lanes, in and around the vicinity. Practically the whole night through, the search was carried out but without success.

This morning, Major Harris was returning in a car, by way of Deep Water Bay, when he noticed, what appeared to him then to be a coolie, lying on the Repulse Bay bathing beach, near the nullah, by the garage. On approaching nearer, Mrs. Harris, who was in a conscious condition, recognised her husband and called out to him. He rushed to his wife, picked her up, and carried her into the Repulse Bay Hotel, where after being put to bed, she became unconscious.

Mrs. Harris had lost her hat and shoes, but a diamond ring was still left intact, which suggests that there was no robbery. Her left leg and ankle were badly injured, also her thigh. It is surmised that Mrs. Harris must have gone for a walk in the direction of Deep Water Bay, and for some unaccountable reason, either lost her balance or fell or was blown by the strong winds over the cliff into the water below, and just managed to swim back to Repulse Bay beach.

A Dream.

It is learned that Major Harris informed the Police at Stanley, that when he found his wife lying on the sand, she remarked she had dreamed that she had to go into the water.

How the unfortunate accident actually happened is difficult to say, and the affair will remain a mystery until Mrs. Harris recovers sufficiently well, to recount the episode.

BRITAIN'S OVERSEAS TRADE.

LOOKING UP.

Rugby, Yesterday. Considerable increases in Britain's overseas trade over the previous months was shown in the preliminary figures for October published by the Board of Trade, though the totals are still much below those for October of last year.—British Wireless Service.

To-day's Thought.

Nothing tires us more than being imposed upon.

Ten Years Ago.

[From the "China Mail" of November 12, 1921.]

To-day's dollar is worth 2/7½.

The members of the Kowloon Cricket Club celebrated Armistice Day with an "at home" yesterday afternoon, when a large gathering spent an enjoyable time witnessing the various sports competitions arranged for the occasion. Lawn bowls and tennis were on the card and visitors from other Clubs in the Colony were present to compete. Competition was keen and some good play was witnessed on both rinks and courts.

THE LIFEBOAT VILLAGE EPICS OF SACRIFICE.

By
P. H. J.

Since the Times, in September, 1838 — nearly a hundred years ago — reported the story of the wreck of the Forfarshire there have been thousands of rescues effected by lifeboats and fishing craft, all of them epics of self-sacrifice; none of them either less or greater than the exploit of Grace Darling, whose rescue of part of the Forfarshire's crew became famed throughout our islands and the girl herself honoured even to the time of her death, when the beautiful monument of her recumbent figure, with an arm clasped across her breast, was set up over her grave in the little churchyard near Bamborough, writes P.H.J. in the Manchester Guardian.

There is a quieter heroism of women that rarely creeps into the stories which loom large in our morning papers after some gallant rescue. Recently our own lifeboat was out from five in the evening until ten o'clock, and the village was a place of anxious waiting. The crew is made up from the village fishermen, most of them with wives and families dependent on them, many of them with a few grey hairs in beard and hair, all of them born and bred to the sea and aware of the risks on a coast with as deadly a record as any in these islands. When the rocket-signal goes up every heart in the village gives a leap, every task is set aside, and faces peer through the windows — women's faces. The men, wherever they are or whatever doing, drop the task and begin to run towards the lifeboat-house, which is a little distance from the village; the tiny quays empty of blue-jerseyed figures that have been standing in the lee of the cottages, watching the storm, for, even on the worst day, the men find some "leak" corner and watch the great rollers sweeping into the bay. Within a few minutes, often in what seems a miraculously short time, we hear the purring of the engine; the boat that seems so large in its house, but so small and lone in the great seas, drives past the village and all those watching eyes, and speeds away until it disappears from view.

Waiting.
After that — waiting, and inquiries from any coastguard who may be passing. In time we learn where the endangered ship is; it may be three miles away

or twenty, and until the lifeboat returns there is only one topic and one concerted thought in the village. The women whose men are in that boat go quietly about their tasks, but their eyes constantly seek the sea; those old-fashioned pictures, so full of pathos, that artists used to paint of waiting women were painted in hours like this or while the memory of such hours was still warm in their hearts.

Sometimes the lonelier women cannot bear the waiting and seek a neighbour's house, and friends hearten them by kindly words — the weather is quietening, the seas are not as heavy as when the boat was out last time, any little thing will serve, but it is not until that unmistakable purring of the lifeboat's engine is heard returning that the strained look vanishes, and then the topic changes swiftly. Are the crew saved? Has the trip been in vain? The most bitter thing our village knows is when the lifeboat returns empty or brings back only the dead.

The more you live with them the more the quiet acceptance of the inevitability of risking their lives for others is borne upon your soul. That dropping of tasks and racing to be first at the lifeboat house catches some warm thread of imagination; they may be running to meet death, they are certainly running to play a game of chance with it. Now and then you may see a woman running, too, carrying a warm garment for her man, who has not been in his house when the call came and had no time to return for any garment other than what he stands up in, and he may have been working "light." There may be hours of bitter cold and drenching seas.

If the call comes in the night many of the men may be at sea, as has happened, and then a scratch crew races for the boat and anxiety is higher; our own boat, in the past, has put to sea with farmers and labourers amongst her crew. But the cox and second cox are her brains; they know every rock and reef and dangerous current, and to watch them peering through the flying scud of blown water, giving a quiet order now and then to which the boat responds like an orchestra to a master conductor, is to feel a pride that such men are neighbours and friends.

BRITAIN'S OFFER TO FOKKER.

War Memoirs Story
of £2,000,000.

FACTORY "SMUGGLED" OUT OF GERMANY.

How the contents of an entire aeroplane factory were smuggled from Germany into Holland after the war — perhaps the biggest and most successful smuggling feat ever accomplished — is but one of the many astonishing revelations in a book, published by Anthony Fokker, the Dutch aeroplane designer.

It is also alleged in this autobiography ("Flying Dutchman," Routledge, 12s. 6d.) that Fokker was offered £2,000,000 by the British authorities during the war if he would return to Holland from Germany and build aircraft for us. But the German Secret Service, he declares, saw to it that the offer never reached him. Fokker was working in Germany during the war, but at the Armistice, when conditions there were chaotic, his position was difficult. The Allies had forbidden further aeroplane construction, and specifically ordered that all Fokker machines should be destroyed.

Trainloads of 'Planes.

Then it was that his agile brain conceived the idea of smuggling his assets, in the shape of aeroplanes, motors, and materials into Holland.

"Bribing German railroad officials," seeing Customs agents on both sides of the border, and satisfying others wholesale," he writes, "he succeeded in transferring across the border six sixty-car trainloads of contraband aeroplanes and motors, valued at millions of guilders."

"Theoretically, this enormous amount of equipment had been destroyed by the Allies Commissioners, charged with the duty of obliterating the Fokker aeroplane from the face of the earth. By other means I transported large quantities of money."

Contrary to every expectation, we moved the contents of an entire factory, one of the largest aeroplane factories in Germany, from one country to another in about six weeks."

Award Offer "Sidetracked."
He is convinced that the £2,000,000 award by our authorities was offered, although it never reached him.

"As I was a neutral, selling 'planes to the Germans, as neutral Americans before 1917 sold munitions impartially to all purchasers, the British hoped that I would return to Holland and possibly build 'planes for them," he says. "But the offer never reached me. The German Secret Service, which kept me under minute surveillance, sidetracked it."

Fokker, who is now at the head of a huge American aircraft firm, gives many interesting glimpses of Germany at war. He deals at length with his invention of the synchronised machine-gun, which transformed the war in the air, and declares that the Germans were slow to perceive its value. At last he was told that the only certain test of the gun was to shoot an aeroplane down himself.

"The suggestion was made that I, a foreigner and a civilian, should go to the front, find a French or British flyer, and demonstrate by actually bringing down an enemy 'plane that my gun was practical."

But when he got up into the air he found that he had no stomach for killing. He refused to go on, but a German ace went up and brought down an Allied 'plane, thus immediately demonstrating the efficiency of the gun.

VELVET GLOVE AT ELLIS ISLAND

Ex-Immigrant Chief.

Washington, Oct. 9. Aliens going to Ellis Island need have no fear now. Their treatment is to be humanised, announces Mr. Edward Corsi, the new Commissioner of Immigration at Ellis Island.

Mr. Corsi probably has a closer sympathy with the aliens detained on Ellis Island than previous commissioners, for he himself was an immigrant at the tender age of three when his parents brought him from Italy to the United States.

WATCHING HIS TOMB MADE.

"I Like to See It Is
Done Well."

SEPTUAGENARIAN'S HOBBY.

Bournemouth, Oct. 9.
Mr. Henry Thomas Baker, of Stafford Road, Bournemouth, who is 77 years old, spends many hours of his spare time watching his own grave and memorial being constructed in Bournemouth cemetery.

It is now nearly finished, and is an imposing structure of red and grey polished Peterhead granite, which has cost him about £1,500. Situated at the entrance to the cemetery, it towers above the war memorial just inside the gate. He designed the memorial himself, and is proud of the fact that it will be the best in the cemetery.

"I had great difficulty," he said, "in persuading the authorities to let me have this space, which was formerly a flower bed, but when I told them I would put up the best monument in the cemetery, they let me buy the site."

Occasionally Mr. Baker brings his wife to the cemetery to see the progress of the monument. It is in the style of a pagoda, and the inscription on the plinth bears his own and Mrs. Baker's names. The date of his birth is there, but not that of Mrs. Baker's birth, which he does not wish to be added until her death.

Director of Cemeteries.

Mr. Baker was in quite a cheerful mood when asked about his interest in his own monument. "When I have anything done," he said, "I like to see it is done well." The workmen were placing a 2½ ton slab of granite over the bricklined grave, and there was certainly no suggestion of morbidity in his manner as he watched the operation.

He stated he had been connected with cemeteries for many years. He opened the Wood Grange Park Cemetery, Romford, and is now chairman of directors of the company owning it. He also opened up the Hendon Park Cemetery, Hendon, and the Greenford Park Cemetery, near Ealing, and is a director of both the companies.

WHOOPEE GIRLS.

Final Programme at the King's.

At the King's to-night, Nellie Farren and her Whoopee Girls will present their last programme in Hong Kong, and have arranged an exceptionally spectacular wind-up to the season. Among the numbers that have been arranged is something new to Hong Kong, with the ensemble dancing in the dark attired in snappy dresses trimmed with phosphorus, which creates a most unusual effect. Other numbers include a tricky skeleton dance and a mask ensemble.

The Olympic Trio, which has proved a feature of the shows, will also be seen in some spectacular numbers, including one of the best items in their repertoire, "The Black Tango," which is marked by dizzy aerial work.

The Company is to give its final performance at the King's on Saturday night.

"HOLLYWOOD HI-LIGHTS."

Rex Storey and Rose Lee are universal favourites. They have become very popular in the East. This year finds them presenting new comedies and especially appealing is the work of Rose Lee in her original singing specialties.

As a comedian of exceptional merit, Rex Storey, holds his own and the clever comedy skits presented by this duo of comics are filled with laughs and funny situations.

The "Hollywood Hi-Lights" commence to-morrow at the Star Theatre. Plans are open at. Moultres and the Star Theatre and early reservations are recommended. Popular prices: \$3, \$2, and \$1.

The King and Queen sent a telegram to Mr. and Mrs. Edward Mathews, of Newport, Isle of Wight, on their diamond wedding.

Mme. Batheller, owner of a farm in the village of Genlis, near Dijon, who is the mother of sixteen children, has been awarded the Legion of Honour.

THE OLD-TIME BORSTAL.

"Thank God It Has
Changed."

PRISONER'S STORY FROM THE DOCK.

"I once stood before you an innocent boy, but you sent me, for my own good, to Borstal, which was not a house of reform, but a house of corruption at that time. Thank God it has changed."

The above was part of an impassioned appeal for leniency made to the Liverpool Recorder, Mr. E. G. Hemmerde, K.C., at Liverpool Quarter Sessions recently by a man who has to go back to prison to serve the unexpired portion of a sentence of penal servitude.

Harry Yelland, 31, a tailor, of Liverpool, pleaded guilty to obtaining £7 by worthless cheques. He said that the Recorder had "sent him down" three times.

The Recorder: Yes, we have met before.

Yelland: I bear you no malice for that.

"I Met a Good Girl."
Prisoner then made the statement already quoted, and went on:

"I came out of Borstal and went straight for ten months. I met a good girl and gave up all my pals, but some kind 'friend' in the police told her I was an ex-Borstal boy."

"Life did not matter to me after that. I went to penal servitude, and out of 600 men I saw there 400 were ex-Borstal pals. I contracted consumption there and have been five weeks in prison waiting trial. No one knows what mental and physical torture I have suffered. I have asked God to take me away if a second chance is not given me, because life will not be worth living."

The medical officer at Walton Prison said that he had not been able to find symptoms of active tuberculosis in Yelland, but he was a sick man.

Yelland asked the Recorder to bind him over to prevent him going back to penal servitude.

The Recorder: Any sentence I pass cannot prevent that, but, in your own interest only, I sentence you to one month's imprisonment. I have always been convinced you could make good if you tried."

COURT HAD TO WAIT.

Magistrates Trapped in Room.

Four Ruabon magistrates were accidentally imprisoned in a room for nearly half an hour recently while the court waited.

They had retired to their room to consider a decision, and when they attempted to open the door to return to the court they found that they were locked in.

The Deputy-Chief Constable, two police sergeants, and a number of police constables tried a variety of keys, in unsuccessful attempts to open the door. They pushed and pulled and rattled in vain, and still the court waited.

Then Sergeant Edwards sent for a ladder and made an entry through a window. He tried to unlock the door from the inside and failed, and the room had another prisoner.

At last two burly constables were told to burst open the door. They braced themselves, turned their shoulders to the door, charged, and the door swung open, and the magistrates were thus released.

"JOHN PEEL DAY."

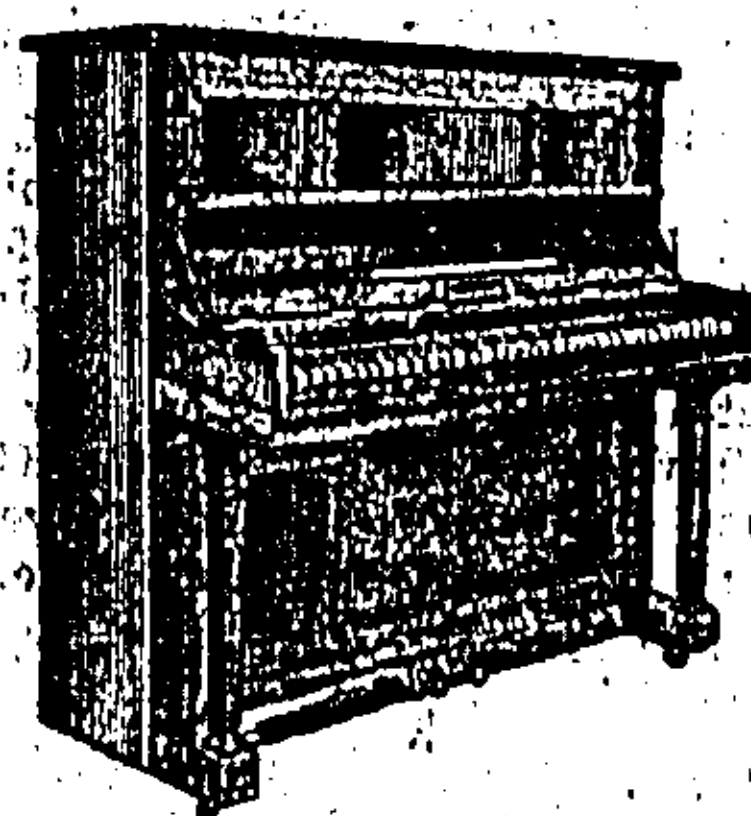
Village Commemoration of Famous Huntsman.

"John Peel Day" at Caldbeck, the Cumberland fellside village, which was the birthplace and home of the immortal hunter, was held on October 22. The Blencathra Foxhounds, the well-known Cumberland hill pack, met on the village green, and two hound trails and sing-song competitions were included in the programme. At the dinner roast Herdwick mutton was served. Old-fashioned country dances — and a few modern ones — were also a feature of the evening programme.

On horseback, Signor Mussolini, the Italian Premier, held a review recently of 40,000 youth belonging to Fascist Youth organisations from all parts of Italy.

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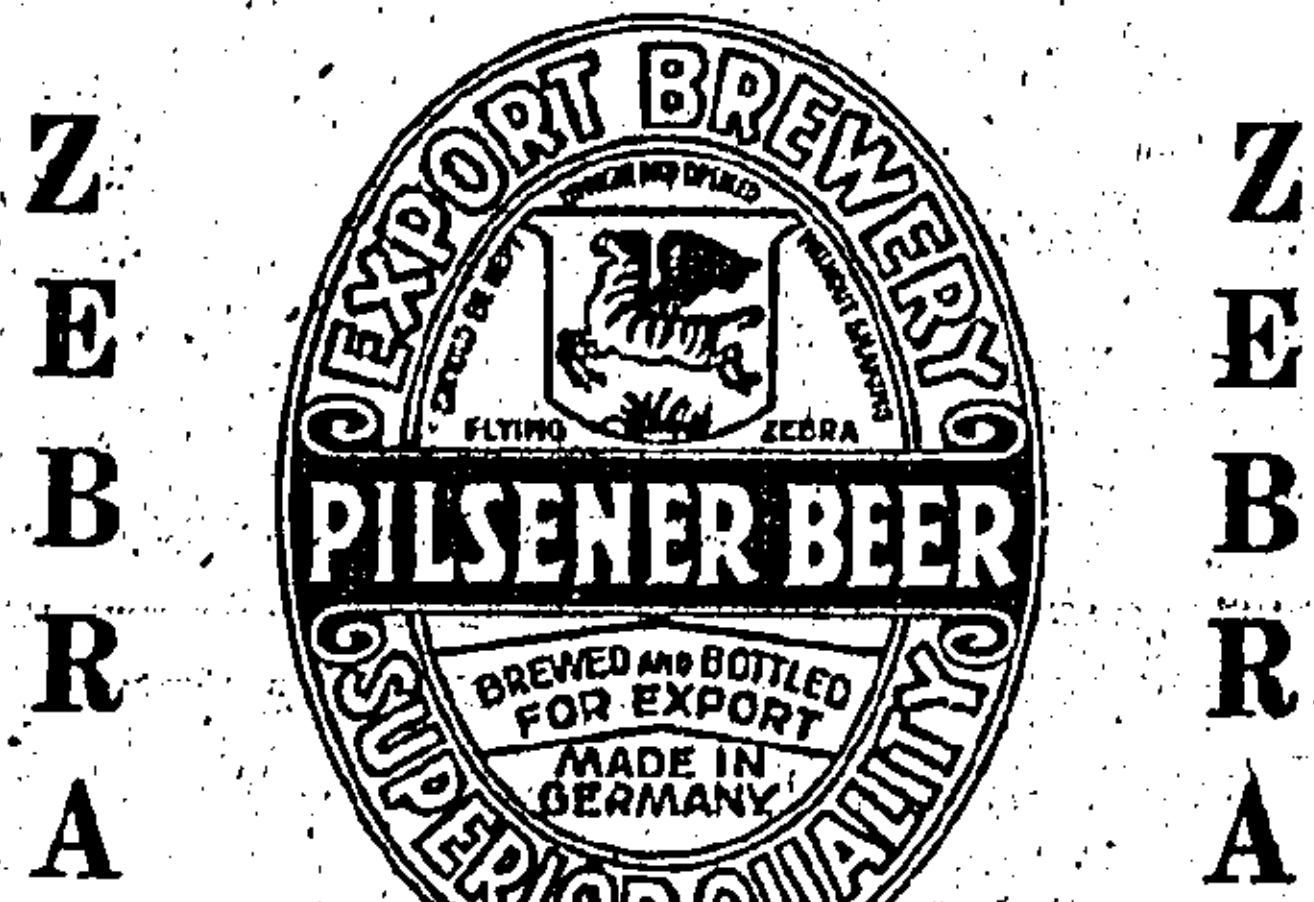
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WATER RETURN.

Most Reservoirs on Island Below Level.

The level and storage of water in the reservoirs on November 1, 1931, were as under:—

City and Hill District.			
	1930	1931	
Tytam	5' 1" B	11' 3" B	
Tytam Byewash	14' 3" B	12' 2" B	
Tytam Intermediate	L	L	
Tytam Tuk	1' 6" B	2' 9" B	
Wong Nei Chung	10' 10" B	10' 4" B	
Fokfulam	11' 8" B	10' 12" B	
Aberdeen Upper	—	14' 5" B	
Aberdeen Lower	—	0' 2" B	

[Note: B. denotes "Below Overflow"; A. denotes "Above Overflow"; L. denotes "Level with Overflow".]
Storage in millions and decimals of gallons.

	1930	1931
Tytam	342.52	295.90
Tytam Byewash	6.29	7.96
Tytam Intermediate	185.80	185.80
Tytam Tuk	1,380.62	1,349.24
Wong Nei Chung	17.71	18.18
Fokfulam	40.78	44.12
Aberdeen Upper	—	108.24
Aberdeen Lower	—	79.34

Total 1,983.72 2,008.88

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of October, 1931.

	1930	1931
Consumption	363.08	331.618
Estimated population	447,180	381,250

Consumption per head per day

	1930	1931
Includes 97.08 million gallons from Mainland	20.2	32.3
Includes 83.05 million gallons from Mainland	—	—

Constant supply throughout the City, Hill and High Level Districts during the whole month of October, 1930 and 1931.

Kowloon.

	1930	1931
Kowloon Main	2' 8" A	L
Kowloon Byewash	—	4' 9" B
Shek Lai Pui Reservoir	0' 1" B	0' 7" B
Shing Mun Reception	0' 9" B	0' 4" B

Storage in millions and decimals of gallons.

	1930	1931
Kowloon Main	381.32	352.50
Kowloon Byewash	—	167.45
Shek Lai Pui Reservoir	115.76	113.70
Shing Mun Reception	31.17	32.27

Total 528.25 605.92

Consumption of water in Kowloon in millions and decimals of gallons during the month of October, 1931.

	1930	1931
Consumption	155.68	150.67
Estimated population	177,460	291,900

Consumption per head per day

	1930	1931
Constant supply in all districts during October, 1930 and 1931.	28.2	17.6

The reports of the Government Bacteriologist and Analyst show that the quality of the water is satisfactory.

Total rainfall recorded by Royal Observatory from January 1, 1930, 95.16; January 1, 1931, 74.37.

S.P.C.A.

Further List of Subscribers.

The Honorary Treasurer desires to acknowledge with thanks the receipt of the following donations:—

Previously acknowledged\$3,874
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S.S. GANGE (passenger boat)	Nov. 16	Dec. 20
S.S. VENEZIA-L (pass. & cargo boat)	Dec. 14	Jan. 17
M.V. HILDA (cargo boat)	Dec. 15	Dec. 27
S.S. CRACOVIA (passenger boat)	Dec. 15	Dec. 27

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HIKAWA MARU	Tuesday	15th December	
LONDON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suez.			
KASHIMA MARU	Saturday	14th November	
YASUKUNI MARU	Friday	4th December	
SYDNEY & MELBOURNE via Manila & Ports.			
KITANO MARU	Saturday	21st November	
ATSUTA MARU	Saturday	20th December	
BOMBAY via Singapore, Penang, & Colombo.			
TOTTORI MARU	Friday	27th November	
NAGATO MARU	Monday	30th November	
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.			
GINYO MARU	Wednesday	25th November	
NEW YORK, BOSTON via Panama.			
TAKAOKA MARU	Thursday	10th December	
LIVERPOOL via Port Said, Suez (Constantinople), Genoa & Marseilles.			
DAKAR MARU	Sunday	20th December	
CALCUTTA via Singapore, Penang & Rangoon.			
AKITA MARU	Sunday	15th November	
RANGOON MARU	Sunday	29th November	
SHANGHAI KOBE & YOKOHAMA.			
SUWA MARU	Saturday	14th November	
TOKIWA MARU	Tuesday	17th November	
ATSUTA MARU (Nagasaki direct)	Friday	20th November	
† Cargo only.			

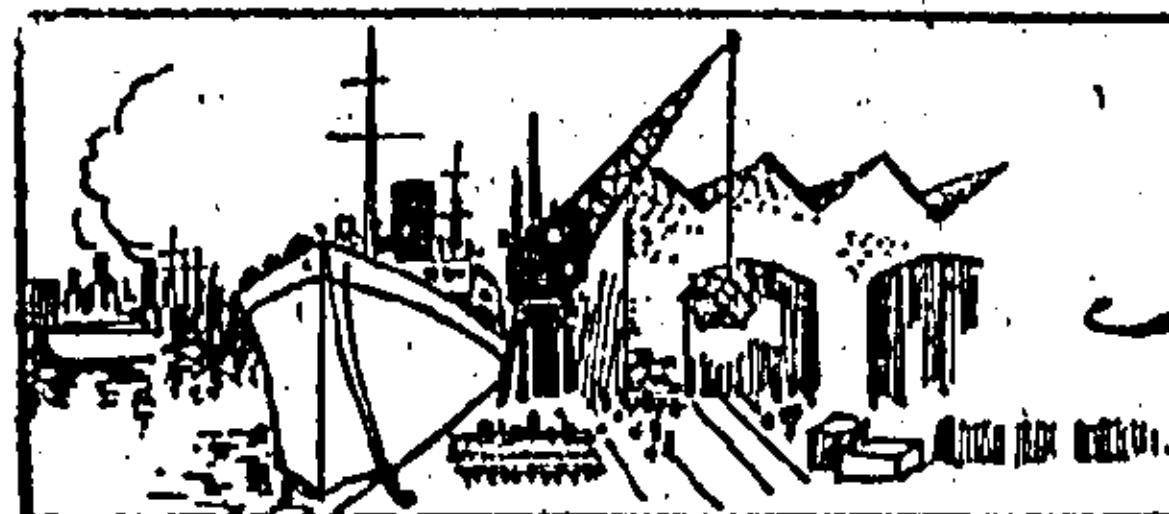
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SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown	Montevideo Maru	Fri.	4th Dec.
MONTEVIDEO, ZANZIBAR, DAR-ES-SALAAM, BEIRA, LOURENCO MARQUES, DURBAN, PORT ELIZABETH & CAPE TOWN	Manila Maru	Sun.	29th Nov.
THENCE TO RIO DE JANEIRO, SANTOS & BUENOS AIRES via Singapore & Colombo			
BRISBANE, SYDNEY, MELBOURNE, AUCKLAND & WELLINGTON via Manila	Sydney Maru	Sun.	6th Dec.
JAPAN PORTS (Frequent Services)	Hamburg Maru	Tues.	24th Nov.
LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said	Kwansai Maru	Sat.	12th Dec.
NEW YORK via Japan ports, Los Angeles & Panama, Call Direct at Boston, Philadelphia & Baltimore			
BOMBAY via Singapore, Belawan Deli & Colombo	Shunko Maru	Wed.	18th Nov.
CALCUTTA via Singapore, Belawan Deli & Rangoon			
HAIPHONG via Hanoi	Menado Maru	Thurs.	20th Nov.
KEELUNG via Swatow & Amoy (3 p.m. every Sunday)	Hozan Maru	Sun.	15th Nov.
	Canton Maru	Sun.	22nd Nov.
TAKAO via Swatow & Amoy (Portnightly)	Dell Maru	Thurs.	19th Nov.

For further particulars please apply to:
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Telephone 28001.



Shipping Intelligence

ARRIVALS OF SHIPS.

Wednesday, November 11.

Calchus, British str., 6,313 tons, Capt. J. Power, from Shanghai, buoy No. A2.—B. & S.

Cheongshing, British str., 1,256 tons, Captain D. G. Burleigh, from Wei-hai-wei, buoy No. B1.—J. M. & Co.

Felix Roussel, French str., 9,179 tons, Capt. Clarice, from Saigon, Kowloon Wharf.—M. M. & Co.

Glenbeg, British str., 5,845 tons, Capt. L. Newing, from Singapore, Kowloon Wharf.—J. M. & Co.

Haiching, British str., 1,284 tons, Capt. W. B. Patey, from Swatow, Douglas Wharf.—Douglas & Co.

Hydrangea, British str., 561 tons, Capt. P. W. Grierson, from Swatow, Chiu On Wharf.—Chiu On & Co.

Kiatangata, British str., 1,202 tons, Capt. J. Thomsen, from Whampoa, Yaumati Anchorage.—Williamson & Co.

Kalgan, British str., 1,556 tons, Capt. C. P. Miller, from Bangkok and Swatow, buoy No. B15.—B. & S.

Kwangtung, British str., 1,572 tons, Captain J. H. Hodgkiss, from Amoy, buoy No. B3.—B. & S.

Sungshan Maru, Japanese str., 1,503 tons, Capt. M. Yamamoto, from Canton, Yaumati Anchorage.—N.Y.K.

Tai Poo Sek, French str., 1,219 tons, Capt. M. Paul, from K. C. Wan, C.M.S.N. Wharf.—Wo Hop & Co.

Tjinegara, Dutch str., 5,782 tons, Capt. P. Weide, from Batavia, buoy No. A3.—J.C.J.L.

Tsinan, British str., 2,100 tons, Capt. W. Shaw, from Canton, buoy No. B20.—B. & S.

CLEARANCES.

Wednesday, November 11.

Albert Sarraut, for Saigon.

Ardent, for Bangkok.

Calchus, for Singapore.

Felix Roussel, for Shanghai.

Gange, for Shanghai.

Hangsang, for Swatow.

Kueichow, for Canton.

Kwangtung, for Canton.

Miho Maru, for Quang Yen.

Sinking, for Swatow.

Sungshan Maru, for Swatow.

Tatsuta Maru, for Shanghai.

Tsinan, for Amoy.

PASSENGER LIST.

DEPARTURES.

Per s.s. President Grant for New York and San Francisco via ports, on November 10:—

Mr. and Mrs. N. F. Milnor, Mr. Lolly Cox, Mr. Niel Gray, Prof. H. S. Quigley, Mr. H. Ellis, Mr. L. A. Carrard, Mr. J. F. Rhame, Mr. I. W. Rodgers.

CONSIGNEES' NOTICES.

Consignees of cargo ex s.s. Ionic Star are reminded to take delivery of their goods which will be subject to rent after November 13.

Consignees of cargo ex s.s. Benlomond are reminded to take delivery of their goods which will be subject to rent after November 16.

Consignees of cargo ex s.s. Gange are reminded to take delivery of their goods which will be subject to rent after November 16.

Consignees of cargo ex s.s. Benlawers are reminded to take delivery of their goods which will be subject to rent after November 19.

WARSHIPS IN PORT.

The following British warships were in harbour to-day:—

Berwick—No. 3 buoy.
Bruce—No. 1 buoy.
Hermes—Kowloon dock.
Kent—No. 6 buoy.
Marazion—No. 24 buoy.
Medway—No. 2 buoy.
Odin—No. 12 buoy.
Olympus—In dock.
Orpheus—No. 22 buoy.
Osiris—No. 13 buoy.
Oswald—No. 7 buoy.
Otus—No. 19 buoy.
Pandora—No. 20 buoy.
Parthian—No. 11 buoy.
Persues—In dock.
Phoenix—No. 5 buoy.
Proteus—No. 25 buoy.
Sepoy—Cosmopolitan dock.
Seraph—North arm.
Serapis—South wall.
Sirdar—West wall.
Somme—Cosmopolitan dock.
Sterling—East wall.
Stormcloud—In dock.
Tamar—Basin.
Tarantula—No. 26 buoy.
Thracian—No. 8 buoy.
Foreign Man-of-War.
Craonne—French despatch.

POST OFFICE NOTICE.

NEW YEAR PARCEL MAIL FOR GREAT BRITAIN.

The New Year Parcel Mail for Great Britain will be closed in the General Post Office at 5 p.m. on November 20 per s.s. Kashgar. This mail is due in London on December 27.

CHRISTMAS LETTER MAIL FOR GREAT BRITAIN VIA SUEZ.

The Christmas Letter Mail for Great Britain via Suez will be closed in the General Post Office on November 21 per s.s. Kashgar as follows:—

Registered Mail 9.45 a.m., 21st November.
Ordinary Mail 10.30 a.m., 21st November.
This mail is due in London on December 21.

INWARD MAILS.

THURSDAY, NOVEMBER 12.

Shanghai and Swatow Szechuen

Shanghai and Europe via Siberia (London, Oct. 22) Iyo Maru

Europe via Negapatam (Letters only, London, Oct. 15, and Parcels, Oct. 8) Somali

FRIDAY, NOVEMBER 13.

Canada, U.S.A., Japan and Shanghai (Vancouver, B.C., Oct. 24) Empress of Asia

Japan, Shanghai and Europe via Siberia (London, Oct. 26) Kashima Maru

SATURDAY, NOVEMBER 14.

Java and Manila Tjisaroa

Shanghai and Swatow Soochow

Japan Talma

OUTWARD MAILS.

THURSDAY, NOVEMBER 12.

Swatow Hydrangea 3 p.m.

Samshui and Wuchow Kong Ning 4 p.m.

Amoy Tjinegara 4.30 p.m.

Saigon Helikon 4.30 p.m.

FRIDAY, NOVEMBER 13.

Holhow and Haiphong Menado Maru 8.30 a.m.

Swatow, Amoy and Foochow Hai Ching 1 p.m.

Shanghai, Japan and Europe via Siberia Khiva 1.30 p.m.

Manila Empress of Asia 5 p.m.

Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles Kashima Maru (Due Marseilles, Dec. 13.)

K.P.O. Registration Nov. 13, 4.30 p.m. G.P.O. Registration Nov. 14, 8.45 a.m.

Letters Nov. 14, 9 a.m. Letters 9.30 a.m.

*Superscribed correspondence only.

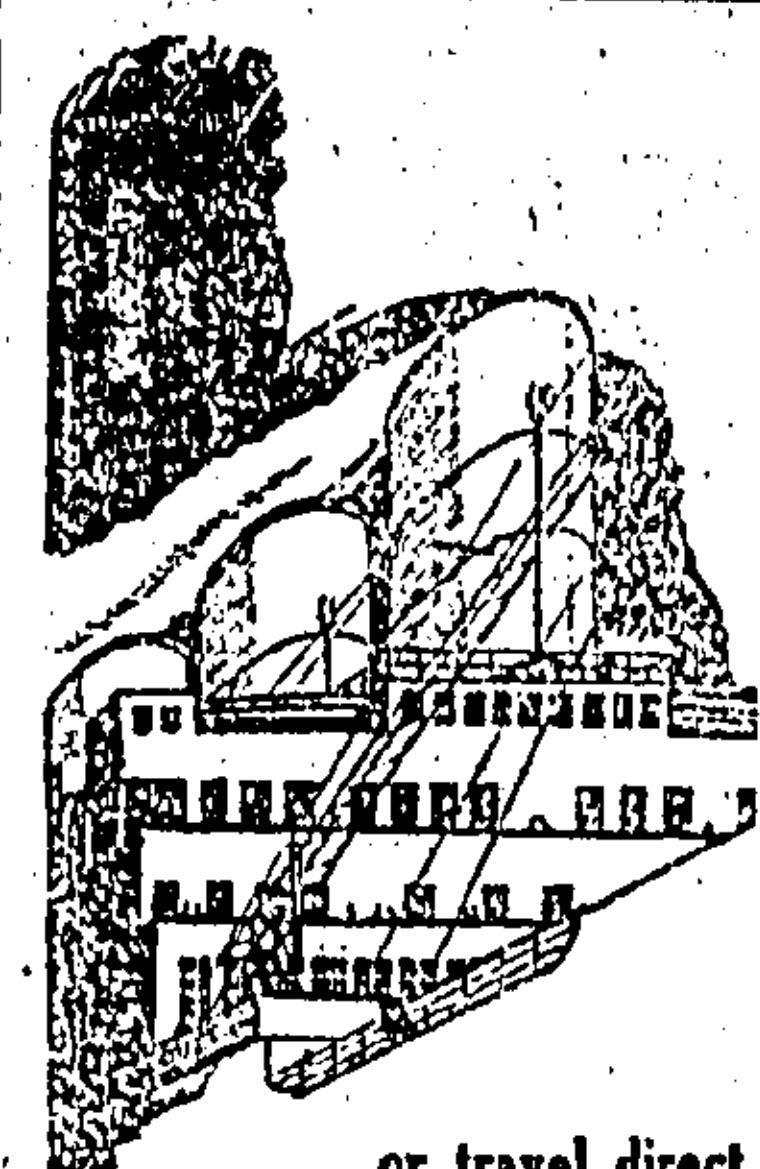
KAIPING COAL

FOR HOME, FACTORY & POWER HOUSE.

HOME, FACTORY AND BUNKERS



THE KAILAN MINING ADMINISTRATION.
DODWELL & CO., LTD., Agents, Hong Kong.



GREAT WHITE EMPRESSES

Comprise the Largest and Fastest Ships on the Pacific and NOW—Enable you to visit HONOLULU

or travel direct Express to Pacific Coast and still

"Go Empress!"

— 1932 BOOKINGS NOW OPEN —

	Hong Kong	Shanghai	Nagasaki	Kobe	Yokohama	Honolulu	Vancouver
Emp. of Asia	Nov. 20	Nov. 23	Nov. 24	Nov. 26	Nov. 28		Dec. 7
Emp. of Canada	Dec. 5	Dec. 8		Dec. 10	Dec. 12		Dec. 30
Emp. of Russia	Dec. 18	Dec. 21	Dec. 22	Dec. 24	Dec. 26		Jan. 4
Emp. of Japan	1932	1932	1932	1932	1932	1932	1932
Emp. of Asia	Jan. 2	Jan. 5	Jan. 7	Jan. 9	Jan. 11	Jan. 13	Jan. 17
Emp. of Canada	Feb. 5	Feb. 8	Feb. 9	Feb. 11	Feb. 13	Feb. 15	Feb. 22
Emp. of Russia	Feb. 20	Feb. 23	Feb. 25	Feb. 27	Feb. 29	Mar. 1	Mar. 6
Emp. of Japan	Mar. 4	Mar. 7	Mar. 8	Mar. 10	Mar. 12	Mar. 14	Mar. 21
Emp. of Asia	Mar. 15	Mar. 18	Mar. 20	Mar. 22	Mar. 24	Mar. 26	Mar. 28
Emp. of Canada	Mar. 25	Mar. 28	Mar. 29	Mar. 31	Apr. 2	Apr. 4	Apr. 11
Emp. of Russia	Apr. 9	Apr. 12	Apr. 14	Apr. 16	Apr. 18	Apr. 20	Apr. 27
Emp. of Japan	Apr. 22	Apr. 25	Apr. 26	Apr. 28	Apr. 30	May 2	May 9
Emp. of Asia	May 7	May 10	May 12	May 14	May 16	May 18	May 25
Emp. of Canada	May 20	May 23	May 24	May 26	May 28	May 30	June 4
Emp. of Russia	June 4	June 7	June 9	June 11	June 13	June 15	June 22
Emp. of Japan	June 17	June 20	June 21	June 23	June 25	June 27	July 4

HONG KONG—MANILA.

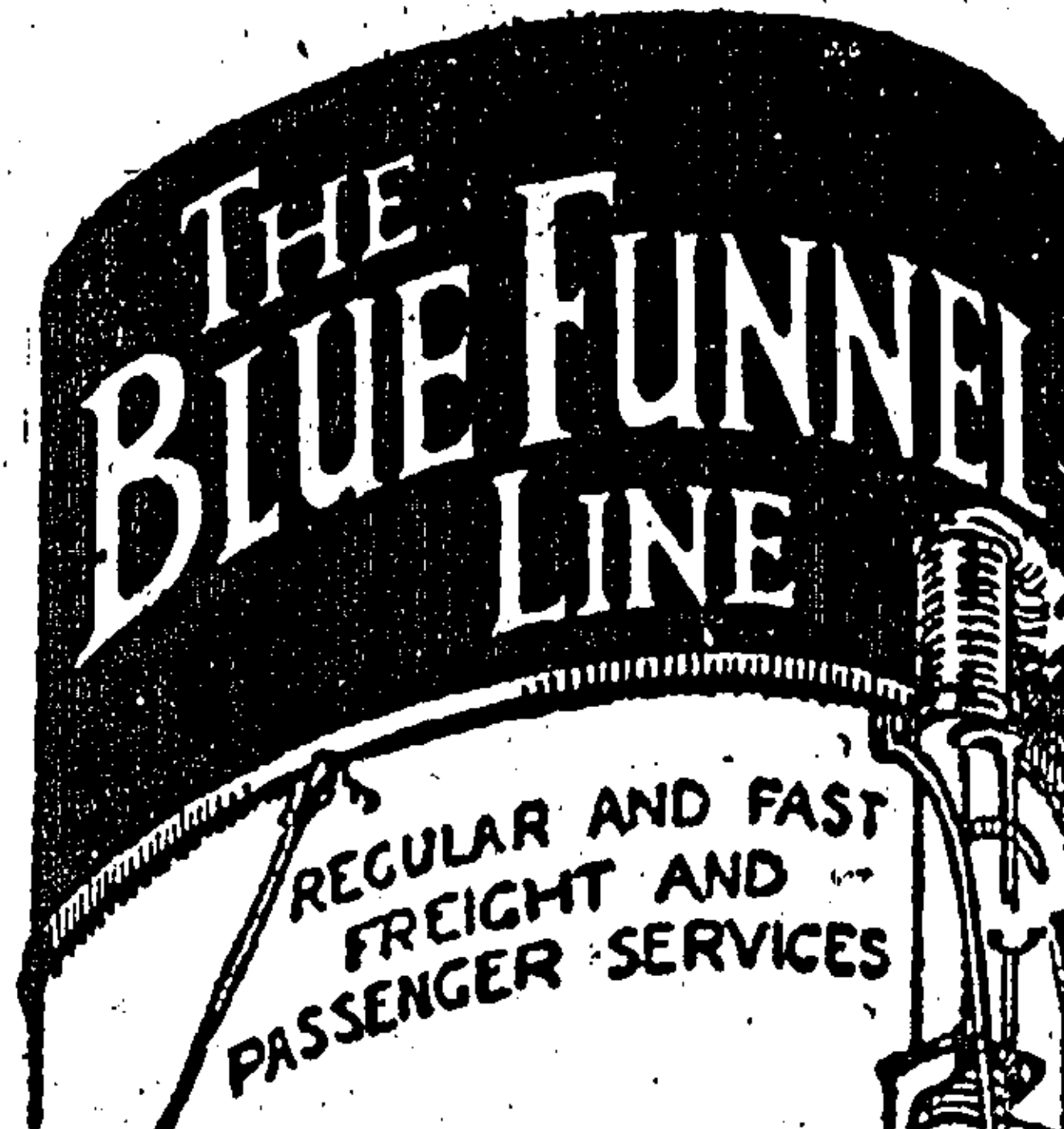
EMPRESS OF ASIA

8 P.M. — FRIDAY, 13 NOVEMBER.

For further information please apply to:

CANADIAN PACIFIC

Telephones: Passenger 20752. Cable Address: GACANPAC: Passenger Dept.
Freight 20042. NAUTILUS: Freight Dept.
Telephone Hong Kong All Depts.



LONDON SERVICE.

"PATROCLUS" 25th Nov. For Marseilles, London, Rotterdam and Glasgow
"ACHILLES" 8th Dec. For Marseilles, Casablanca, London, Rotterdam and Hamburg

LIVERPOOL SERVICE.

"NELEUS" 20th Nov. For Port Said, Liverpool and Havre
"ULYSSES" 17th Dec. For Port Said, Genoa, Havre, Liverpool and Glasgow

NEW YORK SERVICE.

"ADRASTUS" 11th Dec. For Boston, New York, & Baltimore via Philadelphia, Port Swettenham and Singapore

PACIFIC SERVICE.

(via KOBE & YOKOHAMA.)
"PROTESILAUS" 19th Nov. For Victoria, Vancouver & Seattle
"IXION" 18th Dec. For Victoria, Vancouver & Seattle

INWARD SERVICE.

"ANTENOR" Due 13th Nov. For Shanghai, and Dairen
"AJAX" Due 14th Nov. From New York

Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates and information apply to the undersigned.

All bookings are subject to the provisions of the Company's Bill of Lading.

Butterfield & Swire,

Agents.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila (P. I.), Thursday 12. Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTIE - TAIPING (SUNDAY)

FASTEST and MOST UP-TO-DATE STEAMERS IN THE SERVICE.
ELECTRIC LAUNDRY, BARBER SHOP, SUGAR AND STEWARDNESS CARRIED.
Enjoy Your Short Leave in Australia and New Zealand. Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, & RETURN
LONDON (via Australia) from £135.15.0.
(Australian Newspapers on file)

STEAMER	Due Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
TAIPING	Dec. 12	Nov. 19	Nov. 20	Dec. 6
CHANGTIE	Dec. 13	Dec. 19	Dec. 20	Dec. 7
TAIPING	Jan. 9	Jan. 16	Jan. 17	Jan. 31

AUSTRALIAN-ORIENTAL LINE, LIMITED
BUTTERFIELD & SWIRE, Agents—HONG KONG—SHANGHAI

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination.
*KASHGAR	9,000	21st Nov.	Marseilles, London, Rotterdam, Antwerp & Hull.
*KIDDERPORE	5,300	1st Dec.	Straits, Colombo & Bombay.
*RAJPUTANA	17,000	5th Dec.	Marseilles & London.
*CORFU	15,000	19th Dec.	Marseilles & London.
*ISOMALI	6,800	26th Dec.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
RAWALPINDI	17,000	2nd Jan.	Bombay, Marseilles & London.
*KARMALA	9,000	10th Jan.	Marseilles, L'don, R'dam & A'werp.
*CHITRAL	15,000	30th Jan.	Bombay, Marseilles & London.
*KASHMIR	9,000	13th Feb.	Marseilles, L'don, R'dam & A'werp.
*NALDERA	10,000	27th Feb.	Bombay, Marseilles & London.
*SOUDAN	6,800	5th Mar.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
CARTHAGE	15,000	19th Mar.	Marseilles & London.
*RAJPUTANA	17,000	20th Apr.	Marseilles & London.
*CORFU	15,000	9th Apr.	Marseilles & London.
RAWALPINDI	17,000	23rd Apr.	Bombay, Marseilles & London.
*NALDERA	10,000	7th May	Bombay, Marseilles & London.
*CHITRAL	15,000	21st May	Bombay, Marseilles & London.

* Cargo only. † Calls Casablanca. ‡ Calls Djibouti.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Kheidi Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

*TALMA	10,000	10th Nov.	Singapore, Penang & Calcutta.
TAKADA	7,800	28th Nov.	
SIRDHANA	8,000	10th Dec.	
TILAWA	10,000	24th Dec.	

* Calls Port Swettenham.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

TANDA	7,000	2nd Dec.	Manila, Rabaul, Brisbane, Sydney & Melbourne.
NANKIN	7,000	2nd Jan.	
NELLORE	7,000	30th Jan.	

Regular monthly sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—10 days.
Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of steamers to London via Suez.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

*KHIVA	9,000	12th Nov.	Shanghai, Moji, Kobe & Osaka.
*SOMALI	6,800	14th Nov.	
*SIRDHANA	8,000	20th Nov.	
*CORFU	15,000	20th Nov.	Shanghai, Kobe & Yokohama.
*KHYBER	9,000	28th Nov.	
TILAWA	10,000	4th Dec.	
RAWALPINDI	17,000	4th Dec.	Shanghai, Kobe & Yokohama.
NANKIN	7,000	7th Dec.	
SANTHA	9,000	18th Dec.	
KARMALA	9,000	18th Dec.	Shanghai, Moji, Kobe & Yokohama.
CHITRAL	15,000	1st Jan.	
TALMA	10,000	3rd Jan.	
NELLORE	7,000	4th Jan.	Shanghai, Moji, Kobe, Osaka & Y'hama.
*KALYAN	9,000	9th Jan.	
TAKADA	7,000	15th Jan.	
KASHMIR	9,000	15th Jan.	Shanghai, Moji, Kobe & Yokohama.
*SOUDAN	6,800	28th Jan.	
NALDERA	10,000	29th Jan.	
TANDA	7,000	5th Feb.	Shanghai, Moji, Kobe & Yokohama.
CARTHAGE	15,000	12th Feb.	
RAJPUTANA	17,000	26th Feb.	

* Cargo only.

All dates are approximate and subject to alteration without notice.
All Cabins are fitted with Electric Fans or Punka Louvre System.
Steamers on London and Australian Lines are fitted with Laundries.
Passes measuring not more than 6 cu. ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For further information, Passage, Freight, Handbooks, etc., apply to:—

MACKINNON, MACKENZIE & CO.,
P. & O. Building, Connaught Rd. C. Hong Kong. Agents.

A ROCKET SHIP.

Without Propeller or
Rudder.

A boat faster than any hitherto built without a screw propeller, paddle, or wheel, or any kind of rudder, more economical to run than any other because of greater engine efficiency. Such is the expectation of an inventor whom I visited recently in his workshop at the back of a garage in Holland Park Avenue, Kensington, London, writes Comdr. H. M. Daniel in the Daily Mail.

Ordinarily I should have been prone to dismiss the tale of such a remarkable craft as a dreamer's fantasy; but the stumpy, bearded figure before me was Captain B. Chernikoff, a Russian, already world famous as the inventor of what is probably 'the best ship's log ever produced.'

He was in 'deadly earnest, and showed me the model engine on which he is experimenting, and with which I hope to do a trial trip in a 23 ft. boat before long. Captain Chernikoff is confident that his principle will ultimately be applicable to every sort of boat, from a dinghy to an ocean liner, with advantages in fuel consumption.

"Ploughing Virgin Soil."

He took ten years to perfect his log, and he has already spent two years on his novel engine. The results of his work have encouraged him. I found mechanics stiffening the engine against vibration, which has proved excessive in a preliminary trial and there is still much research to be done.

Captain Chernikoff has little to guide him, for he is ploughing virgin soil. His propulsive apparatus might be described as a submarine rocket, driving the boat ahead by the ejection of gas through the stern. To reverse the boat the gas is emitted forward. To alter course the gas is deflected thus changing direction without any friction such as is caused by the use of a rudder.

The gas on which the action of the "rocket" depends is provided by exploding a succession of petrol vapour charges from a chamber into which they have been pumped by any suitable standard engine. The explosive mixture may be ignited by a sparking plug or on the Diesel principle, using the temperature of high compression to achieve spontaneous combustion.

CONSIGNEES

BLUE STAR LINE.

NOTICE TO CONSIGNEES.

Steamer,

"IONIC STAR"

From ANTWERP, ROTTERDAM, BREMEN, HAMBURG, NEWPORT, STRAITS & PORTS.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will not be landed here, unless notice has been given 48 hours prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 13th instant will be subject to rent. All claims against the vessel must be presented to the undersigned on or before the 22nd instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th instant at 10 a.m. by our surveyors, Messrs. Goddard & Douglas. No Fire Insurance has been effected. Bill of Lading will be countersigned by

DODWELL & CO., LTD.

Agents.

Hong Kong, 7th November, 1931.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From LONDON & STRAITS.

The Steamship,

"BENLOMOND"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant will be subject to rent. All claims against the vessel must be presented to the undersigned on or before the 30th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th instant, at 10 a.m. by Messrs. Goddard & Douglas. No Fire Insurance has been effected.

Bill of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.

Agents.

Hong Kong, 9th November, 1931.

THE KWONG HIP LUNG CO. LTD.

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.
Town Office: 64, Connaught Road Central, Hong Kong. Tel. 20459.
Shipyard: Sham-shui-po, Kowloon, Hong Kong. Kowloon Tel. 57008.
Estimates furnished on application.

Hong Kong, April 1, 1924.

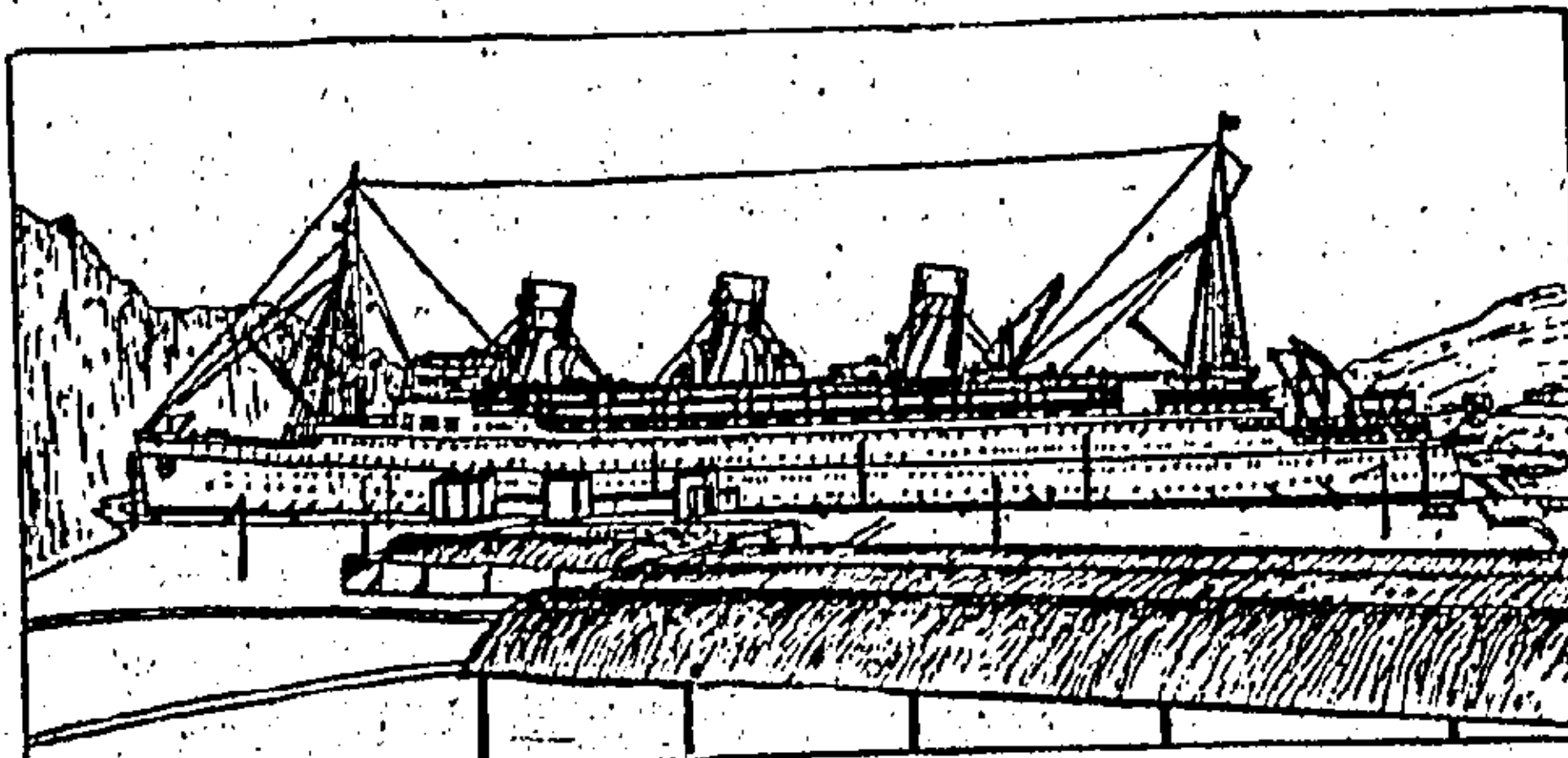
THE HONGKONG & WHAMPOA DOCK CO., LTD.

HEAD OFFICE AND WORKS:

Telegrams: "MANIFESTO, HONG KONG." KOWLOON, HONG KONG OFFICE 23020. KOWLOON DOCK 53555.

DOCK OWNERS, SHIP DESIGNERS AND BUILDERS, MARINE AND LAND ENGINEERS, BOILER MAKERS, IRON, STEEL, AND BRASS FOUNDERS, FORGE MASTERS, WELDERS AND ELECTRICIANS.

On Lloyds
list of
approved
Cast
Steel
Manufacturers.



T.S.S. "EMPERESS OF JAPAN."

In No. 1 Dock. Dimensions:—66'0" O.A. x 35'6" x 48'6" Mtd. 28,000 tons Gross.

The Company possesses Six Granite Docks and Two Patent Slipways.

The dimensions of No. 1 Dock are 700'0" x 88'0" x 20'6" over all. H.W. O.S.T. Salvage Tug "Henry Kanwick" 2,000 I.H.P. Wireless Call Signal V.P.R.T. and Flag Call Signal T.H.Q.B. Shearlegs capable of lifting 80 tons.

Codes Used: A.I., A.B.C. Fifth Edition: Engineering, First and Second Edition. Western Union, Bentley and Watkins.

Kindly send enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.I.N.A., Kowloon Docks, Hongkong.



CLAREMONT

PRIVATE HOTEL.

Austin Road, Kowloon.
(Facing the Kowloon Cricket Club. Four minutes from ferry by bus.)
Suites of rooms (single and double), hot and cold water system, all modern sanitation, private bathrooms attached.

EXCLUSIVE TABLE

entirely under European management.
Hotel has a splendid aspect in one of the finest locations in Kowloon, away from noise, yet easily accessible.
Terms very moderate. Reservations by letter or cable.

CLAREMONT

Tels: 57389 & 57385 (Private).
Telegraphic Add: "Fern" H.K.
Our motto is "SERVICE."

CONSIGNEES.

LLOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES.

Steamer

"GANGE"

From TRIESTE, VENICE BRINDISI.

PORT SAID, ADEN, BOMBAY,

COLOMBO & SINGAPORE.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will not be landed here, unless notice has been given 48 hours prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 16th inst. will be subject to rent. All claims against the vessel must be presented to the undersigned on or before the 25th inst. or they will not be recognized.

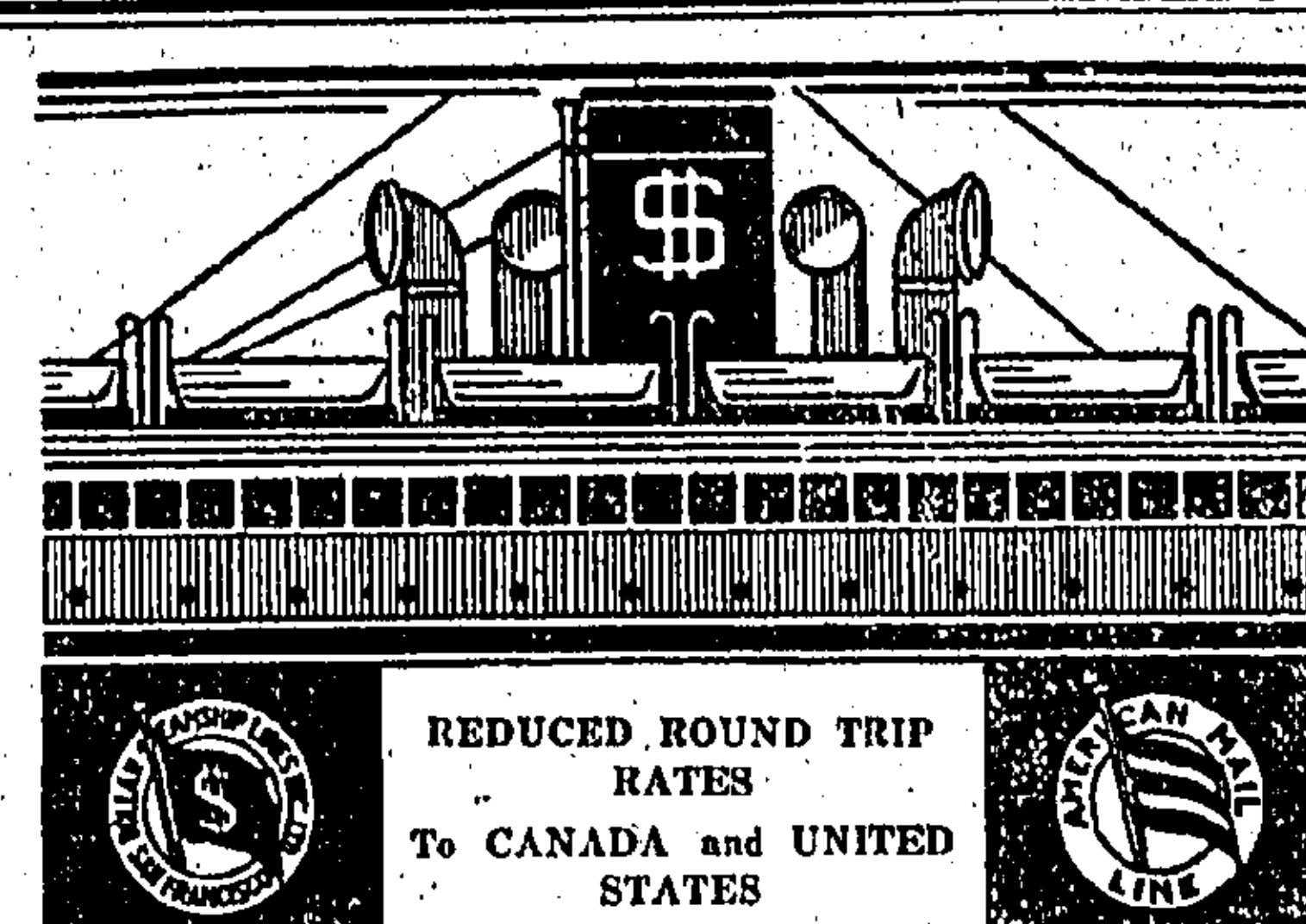
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst. at 10 a.m. by our surveyors, Messrs. Goddard & Douglas. No Fire Insurance has been effected.

Bill of Lading will be countersigned by

DODWELL & CO., LTD.

Agents.

Hong Kong, 10th November, 1931.



REDUCED ROUND TRIP
RATES
To CANADA and UNITED
STATES

Effective November 15th.

ALL YEAR ROUND TRIP TICKETS —

Hong Kong to Victoria (CANADA).

Vancouver (CANADA).

Seattle (U.S.A.)

San Francisco,

Los Angeles.

and return — First Class G\$566.25.

Time Limit. — One Year.

SUMMER ROUND TRIP TICKETS —

Hong Kong to Victoria (CANADA).

Vancouver (CANADA).

Seattle, (U.S.A.)

San Francisco.

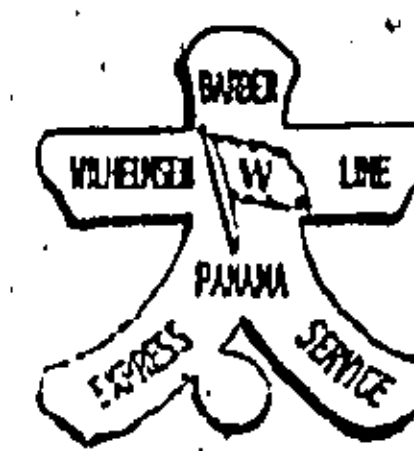
Los Angeles.

and return — First Class G\$565.00.

Special Class . . . G\$297.00

Summer Round Trip tickets will be on sale during the months of June, July and August, 1932. Return limit December 31. SPECIAL CLASS cabins are available on all "President Liners" to Seattle at fortnightly intervals, and on our splendid new "PRESIDENT HOOVER" and "PRESIDENT COOLIDGE" to Honolulu, San Francisco, Los Angeles, Panama Canal, thence to New York. We shall be glad to furnish further information on request.

DOLLAR STEAMSHIP LINE AMERICAN MAIL LINE



BARBER WILHELMSEN LINE

TRANS-PACIFIC AND ATLANTIC COAST SERVICE
via PANAMA.

NEXT SAILING

M.V. "TAI SHAN"

on NOVEMBER 16th.

for

SHANGHAI, KOBE, YOKOHAMA,

SAN FRANCISCO, LOS ANGELES,

NEW YORK & BOSTON.

42 Days To New York.

For Passenger and Freight information please apply:—

DODWELL & CO., LTD.

Queen's Buildings. Agents. Telephone 23021.

BRITISH WUCHOW LINE

SAILING DATES FOR NOV. 1931 (Subject to Change).

DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 8 p.m.

Steamer.	Leaves Hong Kong	Arrives Wuchow	Leaves Wuchow	Arrives Hong Kong
TAI HING	THURS. 12th	SAT. 14th	SUN. 15th	MON. 16th
TAI MING	SUN. 15th	TUES. 17th	WED. 18th	THURS. 19th
TAI HING	WED. 18th	FRI. 20th	SAT. 21st	SUN. 22nd
TAI MING	FRI. 20th	SUN. 22nd	MON. 23rd	TUES. 24th
TAI HING	TUES. 24th	THURS. 25th	FRI. 26th	SAT. 27th
TAI MING	THURS. 25th	SAT. 27th	SUN. 28th	MON. 29th
TAI HING	MON. 29th	WED. 31st	THURS. 3rd	FRI. 4th

Regular Service of Fast, High Class River Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloon. The s.s. "Tai Hing" is fitted with Wireless.

Ports of Call—Samah, Shunghing, Takshing & Dooshing.

Fares Return (not including meals) \$20.00.

Meals and Wines are to be obtained on board.

Hong Kong Arrivals & Departures from Tai Hing Wharf.

For information apply to:—

29, Connaught Road, West. SANG WO Co., Ltd.

THE CARAVAN
JUST RECEIVED
NEW CONSIGNMENT
OF
FETTE PEKING RUGS
NOW ON VIEW AT
ARCADE
PENINSULA HOTEL,
KOWLOON.

The China Mail.

ESTABLISHED 1845.

HONG KONG, THURSDAY, NOVEMBER 12, 1931.

DENTALINE
(Concentrated Antiseptic)
Is more than a mouth-wash — it actually
KILLS GERMS
Dentaline is an Antiseptic Germicide and Astringent.
Properly diluted it is delightful to taste and
refreshing to use.
THE PHARMACY
Asiatic Building. Tel. 20345. Queen's Road

CENTRAL
SEE THEATRE HEAR

SHOWING TO-DAY
AT

2.30, 5.10, 7.15 & 9.20 p.m.

Spoiled by his father's coddling hand
he found love and self respect in the
simple rugged life of the North woods.
A sparkling comedy drama of youth
and its yearnings.



NEXT CHANGE

COMMENCING SUNDAY, 15th NOV.



PART II.

Another all-talking, singing and dancing Chinese picture

Starring

BUTTERFLY WU

Queen of Chinese Screenland

with

Shaw Pei Chen

Directed by S. C. Chung

Recorded by Pathe Orient Co.,

Produced by Mass Co., Shanghai.

COMING VERY SHORTLY

ANN HARDING
IN
"HOLIDAY"

The Greatest Picture of the Year!
A RYO-PATHE Super Special.

FIRST DIVISION IN THE HOUSE.

COMPLETE GOVERNMENT VICTORY.

London, Yesterday.
In the House of Commons the first division challenged by extreme Labourites, who objected to devotion of the whole time of Parliament to Government business till Christmas, resulted in an overwhelming Government victory by 378 votes to 9. Official Labourites did not vote.—Reuter.

SPECULATION AND THRILLS AT GENEVA.

(Continued from Page 1.)

bitrate. Conform to the behests of the League of Nations of which you are both members. Fulfill your obligations to the Kellogg Pact to renounce war. That I believe is the voice of public opinion throughout the civilised world."

Labourite uneasiness lest the League should lose caste over the Manchurian dispute was voiced by Mr. Herbert Morrison in a speech insisting that the "danger is the real powers of darkness never sleep," and asserting that though the League had made friendly efforts to terminate the Sino-Japanese hostilities, yet certain powerful British newspapers had condemned the League's action. He asked the British Government to dissociate itself from those views and hoped Government would in no way discourage Geneva's work for the prevention of war.

Liberal Denounces Warlike Policy.
"The most serious situation in Manchuria" was interposed in the course of the debate on the Address by the Liberal, Mr. Mander, who denounced a war-like policy and pleaded that the Kellogg Pact should be upheld. He hoped that if the League's moral force were insufficient to "get Japan to adopt a proper attitude," they should adopt a boycott in respect of her and bring economic pressure to bear on her.

"That's war," chorused the Conservatives.

First Duty of League.
Ministerial utterance in favour of the League and moderation came from Mr. Ormsby Gore in a speech at Croydon to-day. He said the first duty of the League as regards Manchuria was to do everything to stop bloodshed. The next to get the dispute settled without recourse to force.—Reuter.

EMPIRE FESTIVAL OF REMEMBRANCE.

KING AND QUEEN PRESENT.

Rugby, Yesterday.
To-night the King and Queen attended the Empire Festival of Remembrance at the Royal Albert Hall organised by the British Legion. The Prince of Wales was also present.
In spite of a cold wind and intermittent rain there were crowds all afternoon in Whitehall and round Westminster Abbey, and till a late hour a file of mourners passed by the Cenotaph and the grave of the Unknown Warrior bringing tributes of flowers.—British Wireless Service.

LOCAL SHARE MARKET.

No Important Change To-day.

AWAITING DEVELOPMENTS.

The official summary issued by the Stock Exchange to-day states:—

There is no change of importance to report this morning. Operators appear to be waiting for further developments in exchange.

Banks, after being put through at \$1,495 and \$1,500, closed with buyers at \$1,475.

Indo-Chinas (Deferred) advanced to \$43 buyers.

Kailan Minings were to be obtained at 30/-.

Providents (old) were in demand at \$5, with sellers asking \$5.20. The new shares were wanted at \$2.30.

Hotels were in the market at \$14 1/2.

H.K. Lands were in request at \$79 1/2.

Chinese Estates were in demand at \$95.

Ewos were reported sales at Tls. 15.30.

Trams could have been had at \$20.70.

China Lights, after being done at \$26.35, closed in request at \$26.

Electrics were wanted at \$75.

Cements (combined) were put through at \$18 1/2, closing in demand at \$18 1/2, with sellers asking \$19.

Dairy Farms were done at \$28, closing in demand at \$28 1/2.

Watsons were sellers at \$16.

Sinceres were to be obtained at \$16.

Government Loan was in demand at \$2 per cent. premium.

RAIN.

The Royal Observatory's report issued this morning says: The typhoon filled up last evening to the N.E. of Hong Kong.

The anti-cyclone is centred over the Sea of Japan, and is moving Eastward.

Forecast:—N.W. or variable winds, moderate; fair at first, rain later.

Rainfall.

Rainfall for 24 hours ended at 10 a.m. to-day 0.49 inch. Total since January 1—75.81 inches against an average of 81.15 inches—deficit 5.34 inches.

Temperature.

The temperature at certain specified centres this morning at 8 o'clock was:—

Hong Kong	69
Macao	68
Pratas Island	78
Foochow	71
Amoy	74
Chefoo	44
Shanghai	63
Manila	74

AN INSIGNIFICANT PLOT.

LATE SPANISH DICTATOR'S SON ARRESTED.

Madrid, Yesterday.
Jose Antonio Primo Rivera, son of the late Dictator, has been arrested following the discovery of what the police believe to be a Royalist plot.

Other arrested persons include Major Francisco Rosales, and a prominent Catholic dignitary.

Several prominent Army officers are expected to be arrested shortly.

Members of the Government refuse to take a serious view of the plot declaring a Monarchist revolution is impossible at the present time.

The affair is likely to prove of the very slightest importance.—Reuter.

AN ABUSIVE CHAIR COOLIE.

Mr. Williams this morning fined a chair coolie \$5 for demanding from Mr. N. G. Nata, more than the legal fare. It was stated that complainant engaged the chair from the bottom of Wyndham Street to the top, and at the end of the journey tendered twenty cents. Defendant demanded cumshaw, and when refused used most obscene language.

HOUSE BURGLARS SENTENCED.

In the Central Police Court this morning, Mr. Williams passed sentence of eight months' hard labour on a Chinese who pleaded guilty to two charges of burglary, at 77 Wing Lok Street and 14, Lyndhurst Terrace, on October 24 and 28, respectively. Two other Chinese, also connected in the thefts, were sentenced to four months' hard labour each. Det-Sergeant Fitches, who prosecuted, remarked that all three defendants were well-known to the Police here. They gained admittance to the premises by climbing on to one another's backs, and then inserting a hand to open a bar. The properties were recovered from thirteen pawnshops in all. His Worship, in addition to the sentence passed on defendants, ordered them to be kept under Police surveillance for a year.

BAD TEA.

Chung Ping-kwong, of 1, Wu Nam Street, Aberdeen, a grocery store, was summoned before Mr. Grantham this morning for selling tea which was unfit for human consumption. Defendant said the tea was not their property and had been entrusted to them by another man. He admitted possession and the fact that it was being sold.

Mr. E. R. Dovey, Government Analyst, stated that a sample of the tea leaves that he examined were mouldy, infested with insects, and largely composed of exhausted leaves. In reply to Mr. Grantham, witness said the tea was not poisonous, and could not hurt.

A fine of \$10 was inflicted.

A CABINET MEETING.

Rugby, Yesterday.
A meeting of the Cabinet was held to-day after Ministers had attended the ceremony at the Cenotaph.—British Wireless Service.

AMUSEMENTS

AT THE **QUEEN'S** FINAL SHOWINGS TO-DAY At 2.30, 5.10, 7.15 & 9.20.



TO-MORROW

THE ARISTOCRAT
OF THE STAGE
AND SCREEN!

GEORGE ARLISS

"DISRAELI"

AT THE **STAR** TO-DAY TO SATURDAY AT 2.30, 5.20, 7.20 & 9.20.

A FAST STEPPING DANCING-TALKING SINGING SPECTACLE WITH THE DYNAMIC FAVORITE OF BROADWAY AT HIS MERRIEST HARRY

Richman

WITH JOAN BENNETT

JAMES GLEASON-AILEEN PRINGLE-LIVAN TASHMAN

MUSIC BY IRVING BERLIN



Don't let a Cough Torture you — take

RESIVAL



Printed and published for the Proprietors, The Newspaper Enterprise Limited, by DAVID CHRISTIAN Wilson, Business Manager, at 24, Wyndham Street, Hong Kong.